



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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CMA BOARD MEETING ROSTER OF MEETING ATTENDANCE JUNE 24, 2010 ACTIA Board Room 1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
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Thomas Blalock - BART	TB	Robert Franklin - BART	

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Christina Muller - Administrative Manager	<i>CM</i>	Saravana Suthanthira, Senior Trans. Planner	
Cyrus Minoofar - Manager of ITS	<i>CM</i>	Liz Brazil - Contracts Administrator	<i>LB</i>
Matt Todd - Manager of Programming		Sammy Ng - Senior Accountant	
Ray Akkawi - Manager of Project Delivery	<i>RA</i>	Patty Seu - Accountant	
Beth Walukas - Manager of Planning	<i>BW</i>	Jacki Taylor - Engineering Staff Assistant	
Bijan Yarjani - Senior Transportation Engineer	<i>B.Y.</i>	Laurel Poeten - Engineering Staff Assistant	
Steve Haas - Senior Transportation Engineer		Victoria Winn - Administrative Assistant III	
John Hemiup - Senior Transportation Engineer		Claudia Leyva - Administrative Assistant III	
Diane Stark, Senior Transportation Planner	<i>DS</i>	Olivia Hendrickson - Administrative Asst. II	<i>OH</i>
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MEMORANDUM

TO: Alameda County Transportation Commission

FROM: Work Program Committee, ACTIA

DATE: July 9, 2010

SUBJECT: *Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A) – Approval of Measure B Allocation to the PE/Environmental Phase and Approval of Amendment No. 4 to the PE/Environmental Project Specific Funding Agreement with AC Transit (A05-0005)*

Recommendation

Work Program Committee (WPC) recommends that the Commission approve an allocation of \$1,000,000 of Measure B funds for the Preliminary Engineering and Environmental Clearance Phase of the Telegraph Avenue Corridor Bus Rapid Transit (BRT) Project (ACTIA 7A). The additional funding allocation will allow for this project phase to be completed. This allocation is consistent with and was included in the Allocation Plan of the adopted FY 2010-11 Strategic Plan.

To reflect the funding allocation above, WPC also recommends approval of Amendment No. 4 to the Project Specific Funding Agreement (PSFA No. A05-0005) with the Alameda-Contra Costa Transit District (AC Transit) increase the Measure B funding obligation by \$1,000,000.

Summary

The current budget for the PE/Environmental Clearance Phase of the project is about \$9.4 million, to be funded from a Federal grant, the Public Transportation Account (PTA) component of the State Transportation Improvement Program (STIP), Regional Measure 2, and Measure B funds. To date, the ACTIA Board has allocated \$4.971 million of Measure B funds to AC Transit for the project PE/Environmental Clearance efforts. And of this allocated amount, \$2.656 million of Measure B funds have been expended.

This recent allocation request from AC Transit is to cover staff and consultant efforts for project development activities related to the additional work resulted from the many public hearings on the Locally Preferred Alternative (LPA). These additional works include:

- Extension of the LPA and Record of Decision (ROD) adoption timeline;
- Additional traffic analysis;
- The study of two additional proposals: rapid bus plus and bus bulbs;
- The study of two additional variants: South Corridor lane variant as described by the cities of Oakland and San Leandro, and the study of dual-sided bus variant to reduce the parking impacts; and,
- Additional parking analysis.

Discussion

The BRT project extends from the north in the City of Berkeley, through the City of Oakland, and south into the City of San Leandro. The environmental studies for the BRT project began in March 2003. The Draft Environmental Impact Statement/Environmental Impact Report

(EIS/EIR) was published in May 2007, but work was delayed on the completion of the Final EIS/EIR due to concerns expressed by the local jurisdictions regarding the development of a locally acceptable project. The cost of the PE/Environmental Phase for the Telegraph Avenue Corridor Bus Rapid Transit Project has increased in recent years because of delays associated with additional analysis and outreach efforts requested by the local jurisdictions along the corridor.

In late 2008, AC Transit reactivated the Technical Advisory Committee and the Policy Steering Committee (PSC) to begin actively working with the local jurisdictions and funding agencies on the development of a Locally Preferred Alternative (LPA). At that time, the cost of the PE/Environmental Phase was \$7.908 million. In 2009, a revised schedule for adoption of the Final EIS/EIR extended the environmental review process for one year to allow each local jurisdiction to initiate independent processes for obtaining community input into the selection of an LPA. As part of this process, AC Transit provided additional analyses to support the local outreach efforts. This additional analysis and delay added \$1.5 million to the project, bringing the total budget to \$9.408 million for the PE/Environmental phase. In January 2010, \$1.5 million in RM2 funds were allocated by the Metropolitan Transportation Commission (MTC) for the PE/Environmental phase. The table below summarizes the current budget for PE/Environmental.

Telegraph Avenue Corridor Bus Rapid Transit – ACTIA 7A Current PE/Environmental Budget	
Fund Source	Amount
Federal 5339 (Alternatives Analysis)	\$237,500
STIP PTA (Public Transportation Account)	\$2,700,000
RM2	\$1,500,000
Measure B	\$4,970,964
TOTAL	\$9,408,464

In June 2010, AC Transit requested the allocation of an additional \$1.0 million to complete the project. These additional costs are associated with staff and consultant efforts to address comments and project refinement emerging from the local meetings and hearings on the LPA.

The cost increases are due to:

- Schedule Delays - The schedule for completion and release of the Final EIS/EIR has slipped to fall of 2010 due to further delays in the local hearing process and the issuance of a Record of Decision is now scheduled for early 2011.
- Traffic analysis – The cities have requested additional intersections be analyzed, increasing the number of intersections analyzed from 88 to 132.
- Additional proposals – The “Rapid Bus Plus” alternative adds Proof-of-Payment to the 1/1R bus from San Leandro to Downtown Berkeley and the “Bus Bulbs” proposal recommended by the City of Oakland includes side platforms and no bus lanes.
- Additional variants – The “South Corridor Lanes Variant” as described by the cities of Oakland and San Leandro includes the full BRT on International/14th Avenue from San Leandro BART to downtown Oakland and the “Dual-sided Bus Variant” which includes single shared platforms instead of split platforms for most BRT stations to reduce the parking impacts.

- Parking Analysis - A refined parking analysis and mitigation strategy would be developed to reduce the parking impacts of the project.

In May 2005, the ACTIA Board authorized a Project Specific Funding Agreement (PSFA) with AC Transit for the Preliminary Engineering/Environmental Phase of the Telegraph Avenue Corridor BRT Project (ACTIA 7A). The agreement encumbered \$4.025 million for the PE/Environmental Phase of the project. The agreement expiration date was April 11, 2007.

The PSFA was amended in June 2008 (Amendment No. 1) to extend the terms of the agreement to December 31, 2009 and increase the amount of encumbered funds for the PE/Environmental Phase to \$4.971 million. Amendment No. 2, approved by the ACTIA Board on June 25, 2009, altered the distribution of the Measure B funds allocated in the PE/Environmental Phase to address the timely use of funds provision, but did not change the amount of funds allocated to the project. On March 25, 2010, the ACTIA Board approved Amendment No. 3, which extended the term of the agreement from December 31, 2009 to June 30, 2012.

The ACTIA Allocation Plan adopted as part of the ACTIA FY 2010-2011 Strategic Plan anticipated allocation requests of up to \$1.675 million for ACTIA 7A in FY 2010-11. The allocation request for \$1.0 million by AC Transit is consistent with the current ACTIA Allocation Plan.

In April 2010, AC Transit completed the close-out of the Telegraph Avenue Corridor Rapid Bus Service Project (ACTIA 7C). At the close-out of the project, \$560,115 in unexpended funds remained. Staff is in the process of filing the final invoices for the San Pablo Corridor Rapid Bus Project (ACTIA 7B) and closing-out the project. It is anticipated that there will be over \$520,000 in unexpended funds after close-out of the ACTIA 7B project. These unexpended funds will be available for completion of the ACTIA 7A project. As a result of the cost-savings in the two Rapid Bus projects, the additional allocation of the \$1.0 million to ACTIA 7A will not reduce the Measure B funds for final design and construction on the BRT project. The funding plan for the project will be updated as part of the preparation of the Final EIR once the LPA has been adopted.

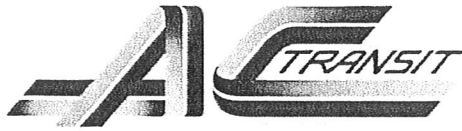
Fiscal Impact

Approval of the proposed allocation of \$1.0 million for the PE/Environmental Phase of the Telegraph Avenue Corridor BRT project is consistent with the current Allocation Plan adopted as part of the FY 2010-11 Strategic Plan. Approval of the proposed Amendment No. 4 to the PE/Environmental PSFA (A05-0005) would encumber the \$1.0 million in Measure B funds allocated to the PE/Environmental Phase and make the funds available for reimbursement of eligible project costs. The total Measure B funds available for expenditure in the PE/Environmental Phase would be \$5.971 million.

Attachment

Attachment 1A – AC Transit Request for Allocation dated June 21, 2010

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Alameda-Contra Costa Transit District

June 21, 2010

Mr. Arthur L. Dao, P.E.
Deputy Director and Project Development Manager
Alameda County Transportation Improvement Authority
1333 Broadway, Suite 300
Oakland, CA 94612

Subject: Request for Allocation of Measure B Funding
For the Preliminary Engineering/Environmental Phase of the
Telegraph Avenue Corridor Transit Project, ACTIA Project No. 7A,
Agreement A05-0005

Dear Mr. Dao:

We are hereby requesting an allocation of Measure B funding for the subject project and phase. The allocation history for this phase of the project is as follows:

Total Previously Approved Allocation Amount	4,970,964
Allocation Amount Requested	1,000,000
Total Allocated Amount (Including this Request)	5,970,964

Currently, the total budget for the PE/Environmental phase of this project is \$9.4 million (see Attachment 1). This includes \$1.5 million in RM2 funding received in January 2010 to extend the existing contract with Cambridge Systematics which included preparation of necessary reports; conducting public outreach; updating engineering, capital, and operating costs; and providing technical support for AC Transit Technical Advisory and AC Transit Policy Steering Committee.

An additional \$1 million is necessary to fund city staff time and consultant resources resulting from the augmented scope described below. Each of the three corridor cities (Berkeley, Oakland, San Leandro), in partnership with AC Transit, undertook a major effort to develop local consensus on the project, requiring both city staff time and consultant resources. Their effort complemented the work of the BRT project consultants retained by AC Transit and permitted an independent assessment of the project by the cities. Although essential to create consensus, this on-going effort expanded the anticipated scope of work and the costs for the following tasks: 1) Locally Preferred Alternative (LPA) development, 2) public outreach, 3) station planning and 4) bicycle and pedestrian planning.

The increased scope of the project includes: 1) extension of project timeline – City decisions on the Locally Preferred Alternative were originally intended to be completed by November 2009; 2) additional traffic analysis – the cities have requested additional intersections to be studied increasing the original scope from 88 intersections to 132 study intersections; 3) added proposals – study of two additional proposals including rapid bus plus and bus bulbs; 4) new alternatives – study of two additional alternatives to be studied in the FEIS including South Corridor and dual

sided door bus variants; and 5) additional parking analysis – develop a second parking analysis and mitigation strategy.

At this time no project shortfall is expected as the construction phase will be scaled to fit the available budget based on the locally preferred alternative identified by the Cities and approved by the AC Transit Board.

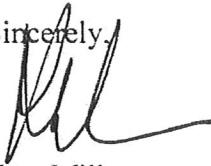
We have attached an ACTIA Project Update Package (Attachment 1) that reflects current project scope, cost, funding, and schedule information to support our Request for Allocation. We understand that a Project Specific Funding Agreement (PSFA) is required prior to incurring costs eligible for reimbursement.

We are hereby requesting that ACTIA initiate the development of a PSFA, or amendment to an existing PSFA, for the allocation requested herein and have included Attachment 2; or

We are not requesting the development of a PSFA, or amendment to existing PSFA, at this time. We expect that we will request the necessary PSFA, or amendment, and submit the required Phase Funding Breakdown by the end of *month/year*.

If you have any questions regarding this request, please contact me at (510) 891-4859 or kmiller@actransit.org.

Sincerely,



Kate Miller
Manager, Capital Development, Legislation & Grants

cc: Tina Spencer, AC Transit Planning Manager
Rebecca Kohlstrand, ACTIA Project Coordinator

Attachments: 1. ACTIA Project Update Package
2. Initiation of Project Specific Funding Agreement

ACTIA Project Update Package
ACTIA Project No. 7A
ACTIA PSFA No. A05-0005
Date: June 16, 2010

Attachment 1: ACTIA Project Update Package

See Attached Project Update Package which includes PE/Environmental Phase

- Budget / Expenses by fund source
- Schedule

We are unable to provide a revised overall project budget at this time as the AC Transit Board has not selected a locally preferred alternative. This information will be provided to ACTIA once the staff refines the Small Starts application pursuant to AC Transit Board action.

PE/Environmental Phase Budget and Expenses by Fund Source

ACTIA Project Name Telegraph Ave Corridor Transit Project
 ACTIA Project Number 7A

PE/Env Phase	Source of funds	Type of funds	Budget	Encumbered	Expended	Balance
Phase 2	Federal	5339	237,500	-	237,500	-
Phase 2	ACTIA	Measure B*	2,870,964	456,118	2,414,846	-
Phase 2	ACTIA	Measure B	2,100,000	1,858,403	241,597	-
Phase 2	STIP	PTA	2,700,000		2,700,000	-
Phase 2	Local/MTC	RM2	1,500,000	1,417,837	82,163	-
TOTAL			9,408,464	3,732,358	5,676,106	

Measure B as a percentage of total 52.84%

* Does not include \$1 million allocation being requested.

PE/Environmental Phase Schedule

ACTIA Project Name Telegraph Ave Corridor Transi
 ACTIA Project Number 7A

Task	Start	Finish	FY 02-03	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
Draft EIS/EIR	May 2003	Jul 2007									
Prepare Final EIS/EIR	Sep 2008	Dec 2010									
Record of Decision	Dec 2010	Feb 2011									

Measure B Initiation of Project Specific Funding Agreement

ACTIA Project Name

Telegraph Ave Corridor T

ACTIA Project Number

7A

FORM A - Allocation by Phase					
Phase	Allocation Request by Phase (\$ x 1,000)	Allocation Distribution by Fiscal Year (\$ x 1,000)			
		FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14
Scope					
PE/Env	\$ 1,000	\$ 1,000			
PS&E					
ROW Support					
ROW Capital					
Utility Relocation					
Equipment					
Other (Describe)					
TOTAL	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -

MEMORANDUM

TO: Alameda County Transportation Commission

FROM: Work Program Committee, ACTIA

DATE: July 9, 2010

SUBJECT: *East Bay Greenway Project – Approval of the Consultant Shortlist and Authorization to Interview, Negotiate and Execute a Contract with the Top-Ranked Firm for Engineering, Environmental Clearance and Implementation Strategy Services (ACTIA RFP No. 10-01)*

Recommendation

Work Program Committee (WPC) recommends that the Commission approve the shortlist of three firms to be interviewed in response to ACTIA's Request for Proposals for Engineering, Environmental Clearance and Implementation Strategy Services (ACTIA RFP 10-01) and authorize staff to interview, negotiate and execute a contract with the top-ranked firm to support the delivery of the East Bay Greenway project.

Summary/Discussion

The East Bay Greenway project includes the creation of a twelve-mile walking and biking path under the elevated BART tracks between Oakland and Hayward. The project is jointly sponsored by ACTIA and Urban Ecology. ACTIA is taking the lead in the development and implementation of the project. The project is funded by Measure B and other local sources, and is aggressively seeking additional federal and state grant sources.

After working with the community to develop a conceptual vision plan, Urban Ecology requested that the Alameda County Transportation Improvement Authority (ACTIA) assume lead agency status for preparation of the CEQA document, which the Board approved in July 2008. In April 2009, the Board approved the allocation of \$527,000 in Measure B Cycle 4 Bicycle/Pedestrian Discretionary Funds to Urban ecology for this project. An implementation strategy and guiding framework for the project was documented in the form of an MOU between the parties approved in October 2009 and further affirmed in the Grant Agreement with Urban Ecology.

RFP No. 10-01 for Engineering, Environmental Clearance and Implementation Strategy Services was issued on May 28, 2010. A pre-proposal meeting was held at the ACTIA offices on June 16, 2010, and was well attended by 30 people representing 30 firms. Proposals were due on June 28, 2010. Proposals were received from 3 teams:

- DKS Associates (Oakland, CA)
- Harris & Associates (Oakland, CA)
- HQE Inc. (Oakland, CA)

In early July, a consultant selection panel composed of professional staff from outside agencies, Commission staff and the Commission Local Business Contract Equity consultant evaluated the proposals. Staff is recommending that the interview shortlist include all three teams. Consultant selection will be based on a combination of proposal and interview criteria scoring.

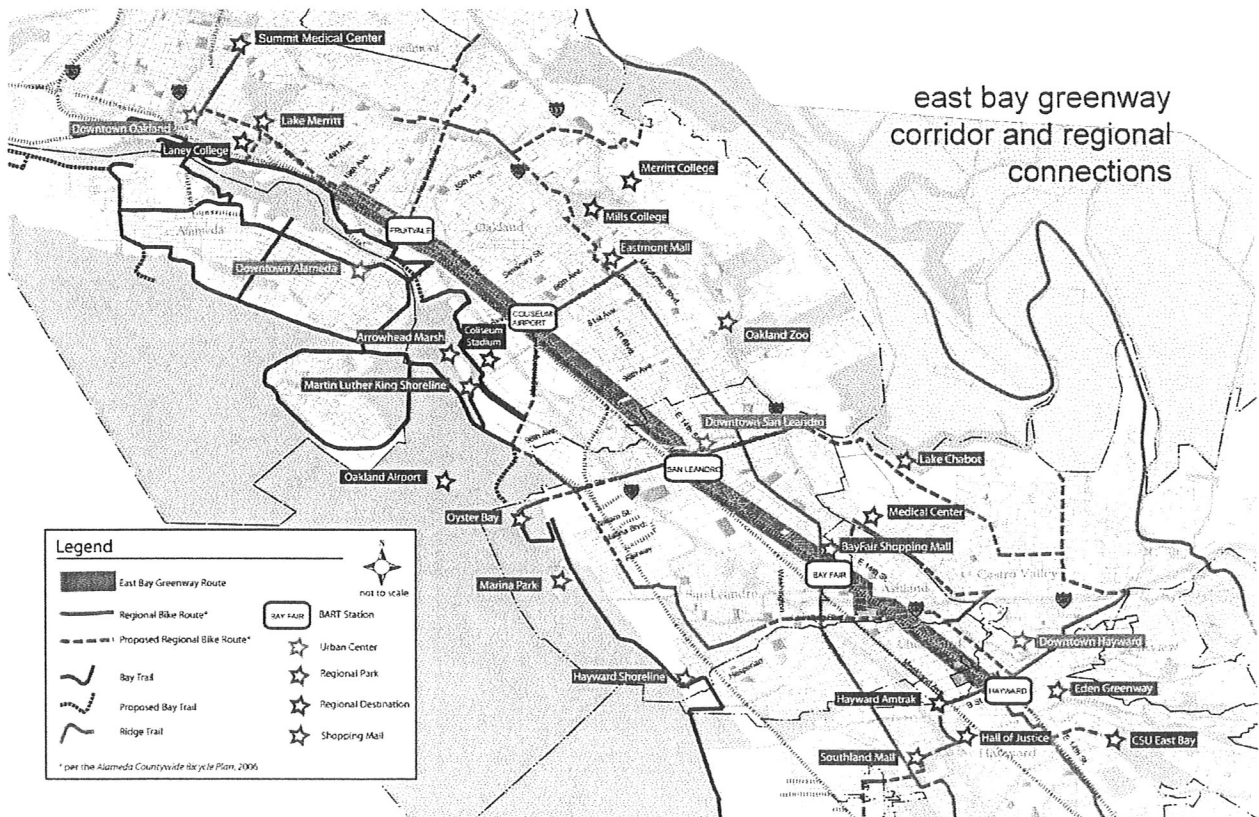
The proposed actions would approve an interview shortlist of three teams and authorize staff to proceed with final consultant selection and the negotiation and execution of a professional services contract.

Next Steps

Proposals Received at ACTIA Office	June 28, 2010
Work Program Approval of Interview Shortlist and Authorization to Select Top Ranked Firm and Negotiate and Execute Contract	July 9, 2010
Board Approval of Interview Shortlist and Authorization to Select Top Ranked Firm and Negotiate and Execute Contract	July 22, 2010
Consultant Interviews	Mid/Late July 2010
Consultant Contract Commencement	August 2010

Fiscal Impact

The recommended actions include the authorization to execute a contract for professional services within the limits of existing, available project funding sources. The primary source of funding for the contract is a portion of the Cycle 4 Bicycle/Pedestrian Grant the project recently received from ACTIA. Staff will provide a future update to the Board on the status of the contract and project development work.



MEMORANDUM

TO: Alameda County Transportation Commission

FROM: Work Program Committee, ACTIA

DATE: July 9, 2010

SUBJECT: *1986 Measure B Capital Projects – I-880/Mission Boulevard (Route 262) Interchange Reconstruction (MB196) and I-880 to Mission Boulevard East-West Connector (MB226) – Update on Funding Plans*

Recommendation

This is an informational item and no action is requested.

Summary

Recent programming activities undertaken by the California Transportation Commission (CTC) have had an effect on the funding plans for two 1986 Measure B capital projects, the I-880 Mission Boulevard (Route 262) Interchange Reconstruction Project (MB196) and the I-880 to Mission Boulevard East-West Connector Project (MB226), and the 2000 Measure B Oakland Airport Connector (ACTIA 3). The detailed information is presented below.

Discussion

In response to the current economic climate and the realities of available funding sources, the California Transportation Commission (CTC), with input from the Metropolitan Transportation Commission (MTC), has taken actions to balance the region's project needs with the available funding. These actions do not have a negative impact on any of the Measure B funded projects. The Alameda CTC will be able to complete Measure B project delivery commitments without adverse schedule impacts.

At the June 30, 2010 CTC meeting, the CTC will process technical adjustments to the 2010 State Transportation Improvement Program (STIP), which includes the following actions for Measure B funded projects:

1. Deprogrammed \$10 million in FY 2014-15 in the 2010 STIP from the I-880/Mission Boulevard (Route 262) Interchange Reconstruction Project (MB196). However, there is a regional commitment to replace the STIP funds with \$10 million in bid savings from the Proposition 1B Corridor Mobility Improvement Account (CMIA) for the project in Fall 2010, when the CMIA savings are realized. The project is an excellent candidate for the CMIA funds, since it has an interregional impact by connecting I-880 with I-680, and will enhance the existing CMIA projects in the I-880 corridor.
2. Reprogrammed \$9.3 million from FY 2010-11 to FY 2014-15 for the I-880 to Mission Boulevard East-West Connector Project (MB226) (formerly Route 84 Historic Parkway Project in Fremont and Union City). While the CTC action would delay the availability of the STIP funds, the Commission has the capacity to advance those funds in 2012 to maintain the current delivery schedule, as we have done in the past for other Measure B funded project with similar programming conditions.

The I-880 Mission Boulevard (Route 262) Interchange Reconstruction Project (MB196) is being delivered in two phases. The first phase, consisting of the interchange reconstruction and I-880 widening, was completed in 2009. The second phase, which includes the replacement bridges for the Union Pacific Railroad and the Route 262 widening east of the UPRR bridges, is being led by the Santa Clara Valley Transportation Authority (SCVTA) and is planned to be under construction in November 2011 with construction anticipated to be complete in late 2014. The project is funded from a variety of federal, state and local funds and originally had \$10 million in STIP funds programmed for construction in FY 2014-15. At the June 2010 CTC meeting, the CTC is planning to deprogram the project from the 2010 State Transportation Improvement Program. While that would potentially leave a \$10 million shortfall to the project, there is a regional commitment to replace those funds by providing \$10 million in CMIA savings to the project in Fall 2010, when the CMIA savings are realized. The project is an excellent candidate for the CMIA funds, since it has an interregional impact by connecting I-880 with I-680, and will enhance the existing CMIA projects in the I-880 corridor.

The Commission is leading the project development effort for the I-880 to Mission Boulevard East-West Connector Project (MB226), which is currently in the Final Design (PS&E) phase. A construction contract is anticipated to awarded in 2012 and be completed in late 2013. The project is funded from a variety of state and local sources, including \$88.771 million from the 1986 Measure B sales tax. The project also has \$9.3 million in STIP funds, which are currently programmed in FY 2010-11. At the June 2010 meeting, the CTC is planning to reprogram those funds to FY 2014-15 through a technical adjustment to the 2010 STIP. While the CTC action would delay the availability of the STIP funds, the Commission has the capacity to advance those funds in 2012 to maintain the current delivery schedule, as we have done in the past for other Measure B funded project with similar programming conditions.

The above programming actions are the result of many recent discussions at the State and regional levels to fully fund the Oakland Airport Connector Project so that its construction contract could be awarded, as well as to equitably align the available statewide STIP capacity with the delivery of current and future projects in Alameda County.

Fiscal Impact

This is an informational item and there is no fiscal impact.

MEMORANDUM

TO: Alameda County Transportation Commission

FROM: Administration, Legislation and Finance Committee

DATE: July 14, 2010

SUBJECT: Approval of Final Countywide Safe Routes to Schools Program

Recommendation

Administration, Legislation and Finance Committee recommends approval of a Final Safe Routes to Schools Program that will be administered by the Alameda County Transportation Commission (Alameda CTC).

Summary

In late 2009, the Metropolitan Transportation Commission (MTC) established new regional funding programs for Safe Routes to Schools. ACTIA and the CMA have developed a final proposal for a countywide Safe Routes to Schools program (Attachments A and B), which outlines how the new SR2S funding would be used. The Board approved the \$420,000 match in Measure B funds for this program in May from the Measure B Bicycle and Pedestrian Safety funds, from the Countywide Discretionary Fund (CDF) Program as recommended by BPAC. The attached final program went through review at the Alameda County Technical Advisory Committee and will concurrently go through the ACCMA and ACTIA committees as it moves to the full Alameda CTC.

There have been two public workshops held to receive initial input and then feedback on the program, and staff also received feedback from ACTAC in June, as well as both the ACCMA and ACTIA Boards. In addition, comments were also received from TransForm, which currently administers the ACTIA-funded countywide Safe Routes to Schools program, and Cycles of Change. Those comments have been incorporated into the attached final program.

Background

MTC established the programming framework for multiple programs to be funded mainly through the "New Federal Transportation Act" in December 2009. This included, among many, a new Safe Routes to Schools (SR2S) program.

Regional Safe Routes to Schools Program

MTC's Safe Routes to Schools program is a new MTC grant program under the Climate Initiatives category of the Regional Transportation Plan. The Alameda CTC will administer the new program. Alameda CTC staff members have been meeting with the goal of developing a program proposal to submit to MTC by their July 31, 2010 deadline.

The MTC SR2S program is estimated to make \$3.22 million available to Alameda County, funded with federal Congestion Mitigation and Air Quality (CMAQ) funds. CMAQ funding requires projects provide a measurable decrease in vehicle emissions, and also requires an 11.5% local match. With the Measure B Bicycle and Pedestrian Safety Funds match (up to \$420,000 approved by ACTIA on May 27, 2010), total funding available is \$3.64 million.

CMA and ACTIA staff has met over the past several months, and have focused on the following items in developing a proposed program:

- Identifying a structure for a countywide program;
- Identifying program level funding targets for each of the proposed program elements;
- Establishing contracting methods for the program elements;
- Working with MTC to clarify CMAQ eligible program activities;
- Identifying program activities that are ineligible for CMAQ and considering funding strategies, such as utilizing other funds such as Measure B, that can supplement or enhance the SR2S Program;
- Developing a strategy for the ongoing funding of the program; and
- Identifying and submitting projects for MTC's regionally-competitive, innovative component of its SR2S program (\$2 million). The program proposed for the rideshare program was not accepted by MTC

The two agencies co-hosted a public workshop on February 26th to provide information on the new funding program, collect data on current SR2S efforts in Alameda County, and brainstorm ideas for using the new SR2S funding.

Staff utilized the ideas from the February workshop, along with staff expertise and research, to develop a draft proposal for a Safe Routes to Schools program in Alameda County. Staff received feedback on a draft proposal via a second public workshop on May 4, 2010, the CMA's ACTAC, BPAC, and ACTIA and CMA Committees and Boards. The attached revised program before the ACTIA and CMA Committees and the Alameda CTC will be submitted, once approved, as Alameda County's final to MTC by the July 31st deadline.

Staff understands that there may be a certain amount of STP (non-CMAQ) federal funds available for the MTC SR2S program. STP would provide more flexibility to fund items such as the proposed Walking Audits (in the K-8 Element) and the Staff Resource Assistance (in the Capital Program Element) tasks. Staff continues to work with MTC to include these funds in the final program.

MTC has also received SR2S bike program - related proposals for the Regional Competitive SR2S program. Staff is working with MTC staff to determine if the proposals received will work with the County SR2S program components.

The complete schedule is shown below.

Safe Routes to Schools Program Adoption Schedule

Date	Activity
February 26, 2010	SR2S Workshop #1- Collect input on Program ideas
March - April 2010	CMA and ACTIA staff develop County SR2S Program strategy proposal
April 30, 2010	Call for Projects released by MTC for regionally-competitive component of MTC SR2S Program
May 2010	Discuss proposal for County SR2S Program with CMA and ACTIA Committees and Board; consider projects for regionally-competitive program
May 4, 2010	SR2S Workshop #2 – Discuss proposal for County SR2S Program
June 1, 2010	Applications due to MTC for regionally-competitive component of MTC SR2S Program
June 1, 2010	CMA Technical Advisory Committee to consider draft County Program
June 9, 2010	ACTIA Administration, Legislation and Finance Committee to consider Draft County Program
June 14, 2010	CMA Plans and Programs Committee to consider draft County Program
June 24, 2010	CMA and ACTIA Boards to consider draft County Program
July 6, 2010	CMA Technical Advisory Committee to recommend final County Program
July 12, 2010	CMA Plans and Programs Committee to recommend final County Program
July 14, 2010	ACTIA Administration, Legislation and Finance Committee to recommend final County Program
July 22, 2010	Alameda CTC to approve final County Program
July 31, 2010	County SR2S Program due to MTC

SR2S Funding Recommendation

In May the ACTIA Board approved using the Measure B Bicycle and Pedestrian Safety funds for the required 11.5% local matching funds, which totaled \$420,000, bringing the entire program funding to \$3.64 million. ACTIA is currently funding the Alameda County SR2S program, operated by TransForm, through its second two-year Countywide Discretionary Fund (CDF) grant. A grant of \$820K was awarded in July 2009. With matching funds, the total program costs are \$1.9 million for a two-year period. By June 2011, when the grant expires, the program will be operating in 90 schools in all parts of the county. The proposed new countywide SR2S program for K-8, high school and commute alternatives will be contracted through a competitive Request for Proposals (RFP) process, and begin in July 2011 so there is no interruption in services. The RFP will be brought through ACTAC for review and commentary.

Fiscal Impact

There is no fiscal impact. In May 2010, the ACTIA Board authorized the use of \$420,000 in Measure B Bicycle and Pedestrian Safety Funds as matching funds for the \$3.2 million in new regional Safe Routes to Schools (SR2S) program funding for Alameda County, totaling a \$3.64 M program.

Attachments

- A: SR2S Proposed Final Program
- B: SR2S Proposed Final Program Funding
- C: Summary of Estimated Costs for K-8 Components
- D: Summary of Estimated Costs for Capital Program

Safe Routes to Schools in Alameda County: New Act Funding

Proposed FINAL Program

July 2, 2010

Introduction

The Metropolitan Transportation Commission (MTC) recently created a new -regional Safe Routes to Schools (SR2S) funding program which will provide \$3.2 million to Alameda County. The focus of this new MTC program is to reduce greenhouse gases by promoting walking, biking, transit, and carpooling to school. Each county is required to determine how to allocate these funds, within the limits of the federal funding source (CMAQ), and to submit its program to MTC by July 31, 2010.

This final program for an Alameda County SR2S program was developed by ACTIA and ACCMA staff, with input from public workshops held on February 26, 2010 and May 4, 2010, comments from ACTAC, ACCMA and ACTIA Board members and additional public comments from TransForm and Cycles of Change. It is designed to be a comprehensive countywide program that includes both programmatic and capital project components, and that targets students, schools, and staff in all grade levels. There are four elements in the program, as described in this proposal, all of which would operate in tandem to form a coordinated effort.

Overall Program

- Will be an “Alameda County” program, with the program policies, goals and contractor selection made by the ACTC Board
- Will be one cohesive program, with all elements integrated and coordinated, even if implemented by different entities
- Will build on and continue existing efforts and successes
- Will complement other SR2S funding programs, which are mostly for capital projects
- Will address traditional SR2S 5 E’s (Education, Encouragement, Engineering, Enforcement, Evaluation) as well as a 6th E, Emission Reductions, to address the air quality component of the new program
- Will be designed to meet eligibility requirements of funding source (federal CMAQ).

Program Element 1: Elementary & Middle Schools (K-8)

- Goal: Continue to implement SR2S programs in elementary and middle schools that will reach 30% of all schools (90 total) by June 30, 2011, and offer technical assistance to all schools upon request, by June 30, 2013.
 - Rationale:
 - Alameda County currently has a successful SR2S program and should build on these successes and relationships with schools.
 - It took four years to establish programs at 90 schools and based upon the funding amounts available through this program, adding additional comprehensive school programs is likely not possible.
- Funding Amount:
 - See Attachment B
 - Current Program: \$1.9 Million total for 2 years (includes \$820K from Measure B).
- Implementation:
 - Request for Proposals to hire a team to operate one program countywide (team may have subconsultant(s) and could be coordinated with High School consultant team).
- Facts:
 - Existing program is operating comprehensive programs in 83 schools (73 elementary + 10 middle). This is 30% of all elementary/middle schools in the county.
 - By June 2011 will be established in 90 schools
 - There are 225 elementary and 56 middle schools in the county (281 total) with 147,000 students (68% of all students in county).
- Description
 - Continue SR2S programs (similar in scope of work that TransForm has performed with ACTIA grant funds) in 90 schools.
 - Include Bike Safety Education - namely Family Cycling Clinics and Bike Rodeos (similar scope of work that EBBC has performed with ACTIA grant funds).
 - Program details: bike safety education classes, curriculum development, trainings, walking school buses, assemblies, puppet shows, monthly Walk to School Days, promotional events and activities, collaboration with enforcement, walk audits, evaluation, web-based resources, technical assistance.
- Timing
 - Current SR2S program funded through June 30, 2011.
 - New program proposed to start July 1, 2011 and end June 30, 2013.

Program Element 2: High Schools (NEW)

- Goal: Create new High School SR2S program in 15%-20% of all high schools (10-13 schools) by June 30, 2013.
 - Rationale:
 - About one third of all students in Alameda County are in high school and there is no current program. This new funding provides an opportunity to expand into high schools.
 - Different target group from elementary/middle school students, so needs a separate approach that appeals to this age group.
- Funding Amount:
 - See Attachment B
- Implementation: Request for Proposals to hire a team to operate one program countywide. (Team may have sub-consultant(s) and could be coordinated with elementary and middle school team).
- Facts:
 - No HS programs currently
 - 63 high schools in county with about 68,000 students (32% of students in the county)
 - 15% of all schools = 10 schools
 - 20% of all schools = 13 schools
- Description
 - Develop new program, based on national and local models (i.e. Sonoma County, Marin County and Palo Alto examples).
 - Pilot the program in the first year with five schools that differ in size and geographic location. Expand the program to 5-8 more schools in the second year, and maintain the original five programs, for a total of 10-13 schools.
 - Program details: TBD. Would be based on best practices. Could include social marketing and parking management.
- Timing
 - New program proposed to start July 1, 2011 and end June 30, 2013.

Program Element 3: Ridesharing/Carpool/Clean Air (NEW)

- Goal: Pilot a new, effective ridesharing/carpool/clean air program targeted at school campuses, with programs initially established in a limited number of school districts by June 30, 2013 (initial strategy is to pursue a program in one to two school districts). Program would target non-student drivers, which could include staff, teachers and/or parents; students could participate as riders with legal drivers (student drivers that can legally carry passengers may also be candidates for this program).
 - Rationale:
 - Would create a new program for those working at schools, where none currently exists.
 - Would reduce emissions related to staff, teacher and parent vehicle trips.
 - Would expand opportunities for students who can't bike/walk to school.
- Funding Amount:
 - See Attachment B
 - Rationale: Based on experience with the Dynamic Rideshare pilot program.
- Implementation:
 - Request for Proposals to hire a team to operate a program countywide and this program could coordinate with the K-8 and high school programs.
 - Submitted this element for innovative competitive regional program; however, this program was not selected by MTC.
- Facts:
 - 349 schools in county with about 21,000 staff/teachers.
 - 22 school districts total; 16 with 100 or more staff/teachers.
 - Thousands of parents.
- Description
 - Develop a pilot program, which is based on researched need and effectiveness.
 - Primary target audience: Faculty and staff at schools.
 - Consider including HS students (as riders).
 - Begin program with school sites, but consider and evaluate benefits of including district offices, if large enough and/or near a school.
 - Program details: TBD (could include the following).
 - Marin "School Pool" model (www.schoolpoolmarin.org)
 - TDM program for faculty/staff that promotes walk, bike, carpool, transit modes
 - Promote/modify 511 "school pool" module
 - Dynamic ride sharing
 - Tie to High School Program, since students can be riders under some circumstances.
- Timing
 - New program proposed to start July 1, 2011 and end by June 30, 2013.

Program Element 4: “SR2S Cap - TAP” (Safe Routes to Schools Capital Technical Assistance Program) and a Capital Program (NEW)

- Goal: Create new technical assistance program to assist in development of capital projects, other SR2S project development efforts, and a companion capital project program to implement projects.
 - Rationale:
 - Assist local agencies with implementing smaller capital projects and other SR2S project development efforts that can greatly improve school walkability and bikability.
 - Assist agencies in preparing projects to compete for construction phase funds.
 - Few resources for technical assistance currently, while there are slightly more for capital construction.
 - Reduce contracting costs for local agencies.
- Funding Amount:
 - See Attachment B
- Implementation:
 - Cap-TAP:
 - RFQ to develop a prequalified list of on-call consultants (engineers/planners) to assign to the selected projects.
 - Call for projects for local agencies to determine who receives assistance.
 - Capital Program:
 - Call for projects for local agencies
 - Staff Resource Assistance, including considering financial assistance for local agency staff time associated with SR2S project development efforts (assuming a program administrative structure that meets federal aid requirements is available).
 - Geographic equity will be considered in project selection.
- Description
 - All schools would be eligible. The status of a school’s comprehensive SR2S program could be considered in the project evaluation.
 - Cap-TAP:
 - Provide assistance to local agencies in identifying and designing engineering solutions for projects that encourage non-automotive school trips.
 - Walk audits may be considered, if non-CMAQ funds are available.
 - Would fund pre-construction phases, such as preliminary engineering, environmental, PS&E.
 - May also include other SR2S project development efforts
 - Capital Program: Funding for capital improvements.
 - Projects that flow from a TAP project, or completed walk audit could be considered in the project evaluation.
 - List of eligible project types (anticipate projects will need to be CMAQ eligible):
 - Improvements to school drop off zones

- Improvements to school drop off zones
- Address gaps in the route to the school
- Constructing bicycle and pedestrian facilities (lanes, paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation
- Traffic calming and speed reduction improvements
- Sidewalk improvements
- Pedestrian and bicycle crossing improvements
- Traffic control devices
- Traffic diversion improvements
- For both, minimum grant amount is still TBD (based on funding source).
- Propose to give priority to projects that have a match, but not require it.
- Timing
 - New program proposed to start Oct 1, 2011.

Alameda County Process and Timeline for Funding

- Release RFP(s) - Jan/Feb 2011
- New programs proposed to start July 1, 2011 and tentatively to run through June 30, 2013 (two years).
- Cap-TAP/Capital Program proposed to start Oct 1, 2011.
- Current Measure B funded SR2S program funded through June 30, 2011.

Funding Program Details

- Amounts:
 - **\$3,638,418 TOTAL**
 - \$3,220,000 in CMAQ
 - \$418,418 in required local match
 - The ACTIA Board approved the use of up to \$420,000 of Measure B Bike/Ped CDF grant funds for the local match on May 27, 2010.
- Alameda County Transportation Commission (Alameda CTC) will administer program, using a portion of funds as shown in Attachment B.
- Fund exchange:
 - Exchange could allow increased flexibility to fund smaller capital projects/technical assistance (exchange candidate - TBD).
- CMAQ Eligible Categories are:
 - Environmental, design and construction
 - New and ongoing/existing public education and outreach activities
 - Staffed Bike Stations, with up to three years of staffing.
- CMAQ Ineligible Categories are:
 - Planning/studies, including walk audits. (Audits are considered a general evaluation/planning activity.)
 - Ongoing operations
 - Bus passes
 - Maintenance
 - Purely safety-oriented activities, including crossing guards.

Overall Program Sustainability/Future Funding

- Measure B has history of funding SR2S - July 2007 through June 2011 (2 two-year grants)
- Active Transportation Legislative Program promotes federal funding to establish SR2S at all (225) elementary schools in the county.
- Measure B reauthorization may support SR2S as a program.
- Vehicle Registration Fee could support capital projects/complete streets that happen to be near schools.
- Using portion of TFCA Program Manager funds may be a possibility (along with Regional TFCA and future Climate Action Initiative funds).

Safe Routes to Schools in Alameda County: New Act Funding

Proposed Schedule

Date	Activity
Jan/Feb 2011	Release RFP(s) (For programmatic components)
June 30, 2011	End of ACTIA-funded SR2S Program
July 1, 2011	Start of new SR2S Program (Elements 1-3)
Oct 2011	Start of Capital/Cap-TAP Program (Element 4)
June 30, 2013	Tentative end date for SR2S Program

FINAL PROPOSED SR2S PROGRAM

Final Proposed Budget:

Program Element	Funding Range Low-Mid-High	Sample Program Budget (Using Mid Point Targets)	
		Total Amount	% of Total
1. Elementary & Middle Schools	\$1,500,000-\$1,700,000-\$1,900,000	\$ 1,700,000	47%
2. High Schools	\$320,000-\$360,000-\$400,000	\$ 360,000	10%
3. Commute Alternatives	\$226,000-\$278,000-\$330,000	\$ 278,000	8%
Subtotal	\$2,338,000	\$ 2,338,000	64%
4. Capital & TAP Program	\$1,300,000	\$ 1,300,000	36%
Subtotal	\$1,300,000	\$ 1,300,000	36%
Totals	\$3,638,000	\$ 3,638,000	100%

Goals and Assumptions

-Funding will cover 2 years of program operations

-Staff proposes to procure Program Elements 1, 2 and 3 through one RFP. Staff has estimated costs of the types of services that would be included in the program (see attachment C). Actual costs of the services/programs provided will vary. Staff proposes to include targets (such as schools by area, number of bike events, number of walking audits and monitoring requirements) in the RFP. The actual funds needed to meet those targets will likely fall in the ranges detailed above. ACTAC will be requested to review the RFP document prior to its release.

1. Elementary & Middle Schools Per school costs can range from \$2,000 to over \$25,000 depending upon the types of programs implemented at schools. For budget estimating purposes, an average cost of \$10K per school site was used. Continue to implement SR2S programs in elementary and middle schools that will reach 30% of all schools (90 total) by June 30, 2011, and offer technical assistance to all schools upon request, by June 30, 2013.
2. High Schools Per school costs will vary. For budgeting purposes an average estimated cost of \$20K for the 1st year and \$15K for the 2nd year per school site was used.
Pilot program in 5 schools for first year and add 5 - 8 more second year = 10 -13 schools.
3. Commute Alternatives Because this program will be implemented based upon best practices, staff recommends that this program be scaleable to allow for the combined use of funds in programs 1-3 that results in the highest reduction of vehicle trips to schools. The goal is to implement this program in 1-2 school districts.
4. Capital & TAP Program \$1,300,00 for a combination of capital grants, technical assistance and staff resources. See attachment D for additional detail.

Safe Routes to Schools (SR2S) - Alameda County Program
Element 1 - Elementary & Middle School Programs
Estimated Cost per Component

An individual school's SR2S program can consist of a range of components. For example, one school may have a Basic Program and another school a combination of Basic Program, Walk & Roll School Days, and Teacher Trainings. The components detailed below demonstrate the range of services that could be offered to a school in the SR2S program.

	Component Options for K-8 Program	Estimated Cost ¹	Component Description
1	Basic Program	\$3,300	Work with school champions to establish program, provide requested resources, maintain ongoing program, monitoring
	Most Effective² Options:		
2	Walking School Bus	\$11,000	Establish parent-run program and maintain (Estimated cost range is \$4,000 - \$15,000)
3	Walk & Roll to School Days	\$3,200	Monthly bike/walk to school days
	Other Options:		
4	Safety/Promotional Assembly	\$1,700	Currently the Big Tadoo Puppet Show
5	Parent trainings & presentations	\$500	
6	Encouragement Contest Technical Assistance & Materials	\$900	
7	Teacher trainings	\$700	
8	Survey administration	\$400	
9	Walking Audit	\$4,000	Review of routes to access a campus with stakeholders (Estimate cost range is \$2,000 to \$5,000)
10	Bike program- field trip, bicycle safety and riding training ³	\$8,000	For 5th - 8th grades (during school PE), provides students with bikes, helmets and instruction that will assist young people in developing bike control, safety navigation skills and a clear understanding of the rules of the road.
11	Bike Safety -Training for afterschool providers ⁴	\$3,000	This six-hour training is provided for after school program providers interested in running 8 hour on-the-bike trainings.
12	Bike Safety - Bicycle rodeos	\$2,000	Basic bike safety skills at community events (not during school hours)
13	Bike Safety - Family Cycling clinics	\$2,000	On-bike safety instruction for parents and kids (not during school hours)

Notes

1 The estimated cost is an average of range of implementation costs based on the current ACTIA-funded SR2S program. Implementation costs are dependent on available school resources, including parent/staff/teacher involvement in operating the programs and reflect the variations among schools in Alameda County. Costs are based on annual per school assumption. Costs assume required materials are already available.

For a multi-school/countywide Safe Routes to Schools program, there are additional costs not reflected on a per school basis for overall coordination efforts for a countywide program that include materials development costs and city and agency coordination on specific efforts (e.g international walk to school day, school district-wide efforts, etc) .

2 Considered most effective at changing behavior in current Alameda County SR2S program

3 Estimated cost for training 220 students and one teacher. Per student cost decreases each year as more teachers are trained.

4 Estimated cost for training 15 students and one teacher. Per student cost decreases each year as more teachers are trained.

Safe Routes to Schools - Alameda County Program

Element 4 - Capital Program - \$1,300,000

Estimated Budget Breakdown

The Capital Program Proposal includes two primary elements:

Capital Projects	
-This element will fund the construction of SR2S improvements. -Estimated to fund 3 projects (accounting for small projects, but still required to authorize federal funding)	\$ 585,000
Project Support	
This element can be further detailed into two categories:	
Technical Assistance Program (TAP)	
-This program is proposed to provide Capital Project development resources (i.e. Environmental Documents, Design Phase) to agencies. -This program is envisioned to assist agencies in getting projects ready to be constructed, and in a strong position to compete for other capital focused SR2S grant programs. -The TAP model envisioned involves the ACTC procuring a list of consultant design teams, that can be assigned, by task order, to complete project development work for SR2S projects. -ACTAC expressed an interest in financial assistance for local agency staff time associated with SR2S project development efforts (staff is researching the possibility of a program administrative structure that meets federal aid requirements to facilitate the financial assistance strategy). -Estimated to fund project development for 4-6 projects	\$ 545,000
Additional Staff Resources	
-This program is proposed to provide consultant staff time to local agencies to complete work on a task level basis (i.e. x hours of consultant time and materials) -ACTAC expressed an interest in financial assistance for local agency staff time associated with SR2S efforts (staff is researching the possibility of a program administrative structure that meets federal aid requirements to facilitate the financial assistance strategy). -This program is envisioned to assist local agencies in working with SR2S stakeholders in their jurisdictions, tasks may be related to items such as meeting with school staff to discuss a transportation system operational issue or a specific capital project. -The program model envisioned involves the ACTC procuring a engineering firm with staff capable of quickly assessing a situation and it's needs and providing support to local agency staff. -Estimate about 40% of a personnel year of time and materials (spread out over a two year period)	\$ 170,000
Total Capital Program	\$ 1,300,000

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MEMORANDUM

TO: Alameda County Transportation Commission

FROM: Administration, Legislation and Finance Committee

DATE: July 14, 2010

SUBJECT: *Executive Director Contract Extension*

Recommendation

Administration, Legislation and Finance Committee (ALF) recommends that the Alameda County Transportation Commission (ACTC) extend the contract with the ACTIA Executive Director through 2010.

Discussion

The current contract with the Executive Director is on an annual basis ending June 30 of each year. ALF recommends that the contract with the Executive Director be extended through the end of this calendar year, with the existing salary and benefits and other terms. The board has approved the merger, and is in the process of selecting a new Executive Director for the merged agency. ALF recommends that the ACTC Board extend the contract with the Executive Director through 2010, to allow for a transition period once the new ACTC Executive Director is on board.

Fiscal Impact

The fiscal impact is included in the ACTIA Budget FY 2010-11.

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MEMORANDUM

To: Alameda County Transportation Commission
From: Administration, Legislation and Finance Committee
Date: July 14, 2010
Subject: Detail of Investments Held by ACTA and ACTIA as of June 30, 2010

Recommendation: Information item only. No action recommended.
Staff will present the formal investment report after the audit completion in October 2010.

Summary

In their preliminary review of ACTIA records, ACTIA's new auditors, Maze and Associates, have recommended that the detail of investments held by ACTA and ACTIA be disclosed to the Alameda County Transportation Commission Board on a quarterly basis. This report presents the investment detail in compliance with the recommendation.

The attached detail shows the following:

- A. Detail of ACTA investments managed by Chandler Asset Management (\$86,915,257)
- B. Detail of ACTA investments managed by PFM Asset Management (\$80,174,773)
- C. Detail of ACTIA investments managed by Chandler Asset Management (\$30,690,557)
- D. Detail of ACTA investments managed by PFM Asset Management (\$29,985,127)

Fiscal Impacts: None

Attachments

- 04A: Holdings Report (Account #470)
- 04B: Managed Account Detail of Securities Held - ACTA
- 04C: Holdings Report (Account #471)
- 04D: Managed Account Detail of Securities Held - ACTIA



Alameda County Transportation Authority
 Account #470

Holdings Report
 As of 6/30/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
AGENCY									
31331YGP9	FFCB Note 3.75% Due 12/6/2010	1,000,000.00	01/10/2008 3.34 %	1,011,176.00 1,001,670.58	101.50 0.28 %	1,015,000.00 2,604.17	1.17 % 13,329.42	Aaa AAA	0.44 0.43
31398ARH7	FNMA Note 3.375% Due 5/19/2011	4,000,000.00	04/09/2009 1.44 %	4,159,460.00 4,067,031.49	102.66 0.37 %	4,106,252.00 15,750.00	4.74 % 39,220.51	Aaa AAA	0.88 0.88
3133XQQQ8	FHLB Note 2.625% Due 5/20/2011	2,000,000.00	01/08/2009 1.69 %	2,042,946.00 2,016,110.98	101.94 0.44 %	2,038,750.00 5,979.17	2.35 % 22,639.02	Aaa AAA	0.89 0.88
3134A4FM1	FHLMC Note 6% Due 6/15/2011	2,500,000.00	11/06/2008 2.99 %	2,687,222.50 2,568,779.63	105.34 0.41 %	2,633,595.00 6,666.67	3.04 % 64,815.37	Aaa AAA	0.96 0.94
3133XRCW8	FHLB Note 3.375% Due 6/24/2011	3,225,000.00	05/28/2010 0.57 %	3,320,927.63 3,313,510.55	102.69 0.63 %	3,311,671.88 2,116.41	3.81 % (1,838.67)	Aaa AAA	0.98 0.97
3133XRRU6	FHLB Note 3.625% Due 7/1/2011	2,500,000.00	01/08/2009 1.81 %	2,609,580.00 2,544,293.13	103.25 0.37 %	2,581,250.00 44,809.03	3.02 % 36,956.87	Aaa AAA	1.00 0.98
31331VJ80	FFCB Note 5.375% Due 7/18/2011	2,500,000.00	06/16/2008 3.98 %	2,599,910.00 2,533,955.18	105.13 0.48 %	2,628,125.00 60,842.01	3.09 % 94,169.82	Aaa AAA	1.05 1.01
3137EAAF6	FHLMC Note 5.25% Due 7/18/2011	2,500,000.00	01/08/2009 1.64 %	2,722,120.00 2,592,228.09	105.03 0.44 %	2,625,782.50 59,427.08	3.09 % 33,554.41	Aaa AAA	1.05 1.01
3133XHPH9	FHLB Note 4.875% Due 11/18/2011	2,500,000.00	06/04/2009 1.35 %	2,711,595.00 2,619,258.34	105.88 0.60 %	2,646,875.00 14,557.29	3.06 % 27,616.66	Aaa AAA	1.39 1.35
31331GKY4	FFCB Note 2% Due 1/17/2012	1,475,000.00	11/16/2009 1.14 %	1,502,218.18 1,494,441.56	102.13 0.62 %	1,506,343.75 13,438.89	1.75 % 11,902.19	Aaa AAA	1.55 1.51
880591DT6	Tennessee Valley Authority Note 6.79% Due 5/23/2012	2,800,000.00	06/17/2008 4.25 %	3,053,993.60 2,922,654.27	111.17 0.84 %	3,112,894.40 20,068.22	3.60 % 190,240.13	Aaa AAA	1.90 1.80
3137EAAZ2	FHLMC Note 4.625% Due 10/25/2012	2,500,000.00	07/09/2008 3.99 %	2,562,070.00 2,533,528.88	108.66 0.85 %	2,716,407.50 21,197.92	3.15 % 182,878.62	Aaa AAA	2.32 2.21
3133XP2W3	FHLB Note 3.375% Due 2/27/2013	2,500,000.00	07/09/2008 4.02 %	2,432,425.00 2,461,203.25	106.06 1.06 %	2,651,562.50 29,062.50	3.08 % 190,359.25	Aaa AAA	2.67 2.53
880591CW0	Tennessee Valley Authority Note 6% Due 3/15/2013	4,000,000.00	Various 3.45 %	4,407,900.00 4,254,233.27	112.91 1.15 %	4,516,300.00 70,666.67	5.28 % 262,066.73	Aaa AAA	2.71 2.50
31398ASD5	FNMA Note 3.875% Due 7/12/2013	1,700,000.00	04/09/2009 2.24 %	1,811,683.20 1,779,711.99	108.34 1.07 %	1,841,844.60 30,924.65	2.15 % 62,132.61	Aaa AAA	3.04 2.84
880591DW9	Tennessee Valley Authority Note 4.75% Due 8/1/2013	4,000,000.00	Various 2.35 %	4,411,330.00 4,279,265.53	109.91 1.45 %	4,396,364.00 79,166.67	5.15 % 117,098.47	Aaa AAA	3.09 2.85
31331GCS6	FFCB Note 3.875% Due 10/7/2013	2,300,000.00	02/04/2009 2.89 %	2,397,934.00 2,368,582.52	108.13 1.33 %	2,486,875.00 20,795.83	2.89 % 118,292.48	Aaa AAA	3.27 3.07
3133XSAE8	FHLB Note 3.625% Due 10/18/2013	2,000,000.00	03/03/2009 2.69 %	2,080,600.00 2,057,503.26	107.13 1.41 %	2,142,500.00 14,701.39	2.48 % 84,996.74	Aaa AAA	3.30 3.10
3134A4UK8	FHLMC Note 4.875% Due 11/15/2013	2,500,000.00	01/08/2009 2.44 %	2,776,632.50 2,692,596.20	111.78 1.30 %	2,794,532.50 15,572.92	3.23 % 101,936.30	Aaa AAA	3.38 3.13
Total Agency		48,500,000.00	2.52 %	51,301,723.61 50,100,558.70	0.83 %	51,752,925.63 528,347.49	60.15 % 1,652,366.93	Aaa AAA	1.96 1.85



Holdings Report
As of 6/30/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
FDIC INSURED US CORPORATE									
61757UAA8	Morgan Stanley FDIC Guaranteed Note 2.9% Due 12/1/2010	2,700,000.00	09/16/2009 0.66 %	2,771,874.00 2,725,221.84	101.02 0.46 %	2,727,518.40 6,525.00	3.15 % 2,296.56	Aaa AAA	0.42 0.42
69351CAA1	PNC Funding Corp FDIC Guaranteed 1.875% Due 6/22/2011	2,675,000.00	05/27/2010 0.58 %	2,711,495.03 2,708,746.05	101.27 0.57 %	2,708,900.28 1,253.91	3.12 % 154.23	Aaa AAA	0.98 0.97
91160HAA5	US Bancorp FDIC Guaranteed Note 2.25% Due 3/13/2012	3,210,000.00	03/10/2009 2.25 %	3,209,614.80 3,209,781.74	102.60 0.71 %	3,293,411.85 21,667.50	3.81 % 83,630.11	Aaa AAA	1.70 1.66
38146FAA9	Goldman Sachs FDIC Guaranteed Note 3.25% Due 6/15/2012	2,000,000.00	12/08/2008 2.83 %	2,027,720.00 2,015,460.06	104.71 0.82 %	2,094,258.00 2,888.89	2.41 % 78,797.94	Aaa AAA	1.96 1.90
06050BAA9	Bank of America Corp FDIC Guaranteed Note 3.125% Due 6/15/2012	2,100,000.00	12/19/2008 2.01 %	2,178,477.00 2,144,216.75	104.43 0.84 %	2,193,093.00 2,916.67	2.53 % 48,876.25	Aaa AAA	1.96 1.91
949744AC0	Wells Fargo & Company FDIC Guaranteed Note 2.125% Due 6/15/2012	1,900,000.00	03/25/2009 2.13 %	1,899,506.00 1,899,698.88	102.69 0.74 %	1,951,045.40 1,794.44	2.25 % 51,346.52	Aaa AAA	1.96 1.92
36967HAV9	GE Capital Corp FDIC Guaranteed Note 2.125% Due 12/21/2012	2,180,000.00	06/03/2009 2.10 %	2,182,071.00 2,181,449.06	102.81 0.97 %	2,241,231.84 1,286.81	2.58 % 59,782.78	Aaa AAA	2.48 2.41
481247AM6	JP Morgan Chase FDIC Guaranteed Note 2.125% Due 12/26/2012	3,250,000.00	04/22/2009 2.04 %	3,260,075.00 3,256,839.56	102.84 0.97 %	3,342,404.00 959.20	3.85 % 85,564.44	Aaa AAA	2.49 2.43
Total FDIC Insured US Corporate		20,015,000.00	1.78 %	20,240,832.83 20,141,413.94	0.76 %	20,551,862.77 39,292.42	23.69 % 410,448.83	Aaa AAA	1.73 1.69
MONEY MARKET FUND FI									
431114701	Highmark Govt Money Market Fund	173,428.43	Various 0.05 %	173,428.43 173,428.43	1.00 0.05 %	173,428.43 0.00	0.20 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		173,428.43	0.05 %	173,428.43 173,428.43	0.05 %	173,428.43 0.00	0.20 % 0.00	Aaa AAA	0.00 0.00
US TREASURY									
912828EQ9	US Treasury Note 4.375% Due 12/15/2010	1,000,000.00	10/04/2007 4.04 %	1,010,000.00 1,001,437.18	101.89 0.24 %	1,018,945.00 1,912.57	1.17 % 17,507.82	TSY TSY	0.46 0.46
912828FA3	US Treasury Note 4.75% Due 3/31/2011	2,500,000.00	07/10/2008 2.67 %	2,635,750.56 2,537,321.15	103.31 0.33 %	2,582,812.50 29,849.73	3.01 % 45,491.35	TSY TSY	0.75 0.74
912828FD7	US Treasury Note 4.875% Due 4/30/2011	2,000,000.00	11/29/2007 3.15 %	2,110,703.13 2,026,899.00	103.75 0.37 %	2,075,000.00 16,426.63	2.41 % 48,101.00	TSY TSY	0.83 0.82
912828FK1	US Treasury Note 5.125% Due 6/30/2011	2,000,000.00	Various 3.47 %	2,109,414.06 2,030,814.51	104.71 0.40 %	2,094,140.00 278.54	2.41 % 63,325.49	TSY TSY	1.00 0.99
912828FS4	US Treasury Note 4.625% Due 8/31/2011	1,800,000.00	04/03/2008 2.30 %	1,936,054.69 1,846,703.71	104.86 0.45 %	1,887,399.00 27,825.41	2.20 % 40,695.29	TSY TSY	1.17 1.13
912828KA7	US Treasury Note 1.125% Due 12/15/2011	1,500,000.00	11/16/2009 0.90 %	1,506,919.09 1,504,856.14	100.95 0.47 %	1,514,296.50 737.70	1.74 % 9,440.36	TSY TSY	1.46 1.45



Holdings Report
As of 6/30/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
US TREASURY									
912828GQ7	US Treasury Note 4.5% Due 4/30/2012	1,200,000.00	10/04/2007 4.18 %	1,215,703.13 1,206,313.34	107.24 0.53 %	1,286,859.60 9,097.83	1.49 % 80,546.26	TSY TSY	1.84 1.77
912828HG8	US Treasury Note 3.875% Due 10/31/2012	1,225,000.00	08/27/2008 2.88 %	1,272,616.41 1,251,633.97	107.41 0.67 %	1,315,822.73 7,997.45	1.52 % 64,188.76	TSY TSY	2.34 2.24
Total US Treasury		13,225,000.00	2.87 %	13,797,161.07 13,405,979.00	0.42 %	13,775,275.33 94,125.86	15.96 % 369,296.33	TSY TSY	1.17 1.14
TOTAL PORTFOLIO		81,913,428.43	2.40 %	85,513,145.94 83,821,380.07	0.75 %	86,253,492.16 661,765.77	100.00 % 2,432,112.09	Aaa AAA	1.77 1.69
TOTAL MARKET VALUE PLUS ACCRUED						86,915,257.93			



Managed Account Detail of Securities Held

As Of: June 30, 2010

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Issuer
Corporate Note								
GENERAL ELECTRIC CAPITAL CORP (FLOAT) DTD 12/06/2006 0.618% 06/06/2011	36962GZ80	2,250,000.00	AA+	05/13/09	05/18/09	2,079,243.23	5.28	GENERAL ELECTRIC CO
WELLS FARGO & COMPANY GLOBAL SR NOTES DTD 08/29/2006 5.300% 08/26/2011	949746NJ6	2,000,000.00	AA-	09/01/06	09/07/06	2,003,260.00	5.26	WELLS FARGO & COMPANY
GENERAL ELEC. CAP. CORP. GLOBAL SR MTN DTD 02/15/2002 5.875% 02/15/2012	36962GXS8	1,500,000.00	AA+	02/29/08	03/05/08	1,598,040.00	4.06	GENERAL ELECTRIC CO
WELLS FARGO & COMPANY GLOBAL SR NOTES DTD 01/31/2008 4.375% 01/31/2013	949746NY3	1,000,000.00	AA-	08/26/08	08/29/08	959,600.00	5.41	WELLS FARGO & COMPANY
Security Type Sub-Total		6,750,000.00				6,640,143.23	5.02	
Federal Agency Bond / Note								
FHLMC GLOBAL NOTES DTD 01/08/2009 1.500% 01/07/2011	3137EABW8	2,000,000.00	AAA	07/10/09	07/15/09	2,024,840.00	0.65	FREDDIE MAC
FHLB GLOBAL BONDS DTD 06/12/2009 1.625% 07/27/2011	3133XTXH4	2,750,000.00	AAA	02/24/10	02/25/10	2,790,727.50	0.58	FEDERAL HOME LOAN BANKS
FHLB GLOBAL BONDS DTD 08/27/2008 3.625% 09/16/2011	3133XS4S4	2,440,000.00	AAA	02/24/10	02/25/10	2,552,240.00	0.65	FEDERAL HOME LOAN BANKS
FHLMC NOTES (CALLABLE) DTD 06/30/2010 0.825% 12/30/2011	3134G1JH8	2,250,000.00	AAA	06/30/10	06/30/10	2,251,507.50	0.78	FREDDIE MAC
FNMA GLOBAL NOTES DTD 03/02/2010 1.000% 04/04/2012	31398AHS4	1,000,000.00	AAA	03/25/10	03/30/10	996,280.00	1.19	FANNIE MAE
FHLB TAP BONDS DTD 05/05/2005 4.375% 06/08/2012	3133XBT39	2,780,000.00	AAA	08/05/08	08/06/08	2,812,292.48	4.04	FEDERAL HOME LOAN BANKS
FHLMC GLOBAL NOTES DTD 05/21/2009 1.750% 06/15/2012	3137EACC1	4,460,000.00	AAA	05/22/09	05/26/09	4,454,648.00	1.79	FREDDIE MAC
FNMA GLOBAL NOTES DTD 04/19/2010 1.250% 06/22/2012	31398AP71	1,100,000.00	AAA	04/15/10	04/19/10	1,099,626.00	1.27	FANNIE MAE
FFCB BONDS DTD 10/15/2008 3.650% 10/15/2012	31331GDH9	4,690,000.00	AAA	10/07/08	10/15/08	4,691,547.70	3.64	FEDERAL FARM CREDIT BANKS
FHLMC GLOBAL REFERENCE NOTES DTD 01/17/2003 4.500% 01/15/2013	3134A4SA3	6,475,000.00	AAA	03/25/10	03/30/10	6,974,093.00	1.66	FREDDIE MAC





Managed Account Detail of Securities Held

As Of: June 30, 2010

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Issuer
Federal Agency Bond / Note								
FHLMC GLOBAL NOTES DTD 03/04/2010 1.625% 04/15/2013	3137EAC06	5,800,000.00	AAA	03/03/10	03/04/10	5,791,880.00	1.67	FREDDIE MAC
Security Type Sub-Total		35,745,000.00				36,439,682.18	1.85	
Federal Agency Discount Note								
FNMA DISC NOTE -- 0.000% 07/06/2010	313589YZ0	4,000,000.00	A-1+	02/24/10	02/25/10	3,997,671.11	0.16	FANNIE MAE
FHLMC DISC NOTE -- 0.000% 09/30/2010	313397H79	6,000,000.00	A-1+	02/24/10	02/25/10	5,990,958.33	0.25	FREDDIE MAC
Security Type Sub-Total		10,000,000.00				9,988,629.44	0.21	
U.S. Government Supported Corporate Debt								
CITIBANK NA (FDIC) NOTE DTD 09/22/2009 1.250% 09/22/2011	17314JAP8	3,000,000.00	AAA	02/24/10	02/25/10	3,022,869.00	0.76	CITIGROUP INC
SOVEREIGN BANK (FDIC) GLOBAL NOTE DTD 12/22/2008 2.750% 01/17/2012	846042AA7	1,000,000.00	AAA	12/17/08	12/22/08	999,050.00	2.78	BANCO SANTANDER SA
BANK OF AMERICA CORP (FDIC) GLOBAL MTN DTD 12/04/2008 3.125% 06/15/2012	06050BAA9	1,000,000.00	AAA	12/15/08	12/18/08	1,020,390.00	2.51	BANK OF AMERICA CORP
JOHN DEERE CAPITAL CORP (FDIC) GL MTN DTD 12/19/2008 2.875% 06/19/2012	24424DAA7	2,050,000.00	AAA	12/16/08	12/19/08	2,045,264.50	2.94	JOHN DEERE CAPITAL CORP
PNC FUNDING CORP (FDIC) GLOBAL NOTE DTD 12/22/2008 2.300% 06/22/2012	69351CAC7	2,350,000.00	AAA	12/17/08	12/22/08	2,347,250.50	2.34	PNC FUNDING CORP
JPMORGAN CHASE & CO (FDIC) GLOBAL NOTE DTD 12/22/2008 2.125% 06/22/2012	481247AE4	1,000,000.00	AAA	12/18/08	12/22/08	999,500.00	2.14	JP MORGAN CHASE & CO
Security Type Sub-Total		10,400,000.00				10,434,324.00	2.05	
U.S. Treasury Bond / Note								
US TREASURY NOTES DTD 12/31/2008 0.875% 12/31/2010	912828JV3	5,250,000.00	TSY	04/29/09	04/30/09	5,253,896.48	0.83	UNITED STATES TREASURY
US TREASURY NOTES DTD 12/31/2008 0.875% 12/31/2010	912828JV3	750,000.00	TSY	07/20/09	07/21/09	751,289.06	0.76	UNITED STATES TREASURY



Managed Account Detail of Securities Held

As Of: **June 30, 2010**

Security Type/Description	CUSIP	Par	S&P Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Issuer
U.S. Treasury Bond / Note								
US TREASURY NOTES DTD 02/15/2009 1.375% 02/15/2012	912828KC3	6,300,000.00	TSY	03/02/09	03/03/09	6,322,148.44	1.25	UNITED STATES TREASURY
US TREASURY NOTES DTD 04/15/2009 1.375% 04/15/2012	912828KK5	4,345,000.00	TSY	05/04/09	05/07/09	4,344,660.55	1.38	UNITED STATES TREASURY
Security Type Sub-Total		16,645,000.00				16,671,994.53	1.13	
Managed Account Sub Total		79,540,000.00				80,174,773.38	1.80	
Total Investments		\$79,540,000.00				\$80,174,773.38	1.80%	

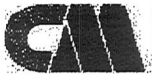




Alameda County Transport. Improvement Authority
 Account #471

Holdings Report
 As of 6/30/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
3133XGLE2	FHLB Note 5.125% Due 9/10/2010	1,030,000.00	02/11/2010 0.24 %	1,059,015.10 1,039,809.87	100.95 0.22 %	1,039,805.60 16,276.15	3.44 % (4.27)	Aaa AAA	0.20 0.19
31331YGP9	FFCB Note 3.75% Due 12/6/2010	2,000,000.00	11/17/2009 0.37 %	2,070,764.00 2,029,192.46	101.50 0.28 %	2,030,000.00 5,208.33	6.63 % 807.54	Aaa AAA	0.44 0.43
31331YG46	FFCB Note 2.625% Due 4/21/2011	1,210,000.00	04/01/2010 0.51 %	1,236,674.45 1,230,583.43	101.78 0.41 %	1,231,553.73 6,176.04	4.03 % 970.30	Aaa AAA	0.81 0.80
31398AWQ1	FNMA Note 1.375% Due 4/28/2011	1,000,000.00	06/22/2010 0.40 %	1,008,195.00 1,007,982.83	100.78 0.43 %	1,007,813.00 2,406.25	3.29 % (169.83)	Aaa AAA	0.83 0.82
31359MJH7	FNMA Note 6% Due 5/15/2011	1,835,000.00	04/01/2010 0.56 %	1,945,492.69 1,921,757.22	104.91 0.38 %	1,925,030.61 14,068.33	6.32 % 3,273.39	Aaa AAA	0.87 0.86
31398ARH7	FNMA Note 3.375% Due 5/19/2011	1,500,000.00	01/08/2009 1.63 %	1,560,225.00 1,522,549.36	102.66 0.37 %	1,539,844.50 5,906.25	5.04 % 17,295.14	Aaa AAA	0.88 0.88
3133XQQQ8	FHLB Note 2.625% Due 5/20/2011	1,500,000.00	01/08/2009 1.69 %	1,532,209.50 1,512,083.24	101.94 0.44 %	1,529,062.50 4,484.38	5.00 % 16,979.26	Aaa AAA	0.89 0.88
31331JPX5	FFCB Note 0.5% Due 6/1/2011	1,000,000.00	06/22/2010 0.45 %	1,000,504.00 1,000,492.24	100.06 0.43 %	1,000,625.00 416.67	3.26 % 132.76	Aaa AAA	0.92 0.92
3133XR4U1	FHLB Note 3.125% Due 6/10/2011	1,920,000.00	04/01/2010 0.59 %	1,977,262.08 1,965,703.38	102.25 0.73 %	1,963,200.00 3,500.00	6.41 % (2,503.38)	Aaa AAA	0.95 0.93
3134A4FM1	FHLMC Note 6% Due 6/15/2011	1,410,000.00	Various 2.63 %	1,495,439.22 1,453,802.19	105.34 0.41 %	1,485,347.58 3,760.00	4.85 % 31,545.39	Aaa AAA	0.96 0.94
31331YY46	FFCB Note 3.9% Due 6/20/2011	750,000.00	06/28/2010 0.44 %	775,252.50 775,110.63	103.34 0.45 %	775,078.50 893.75	2.53 % (32.13)	Aaa AAA	0.97 0.96
3137EABN8	FHLMC Note 3.875% Due 6/29/2011	1,000,000.00	06/22/2010 0.45 %	1,034,750.00 1,034,000.67	103.38 0.48 %	1,033,750.00 215.28	3.37 % (250.67)	Aaa AAA	1.00 0.99
3133XRRU6	FHLB Note 3.625% Due 7/1/2011	1,500,000.00	01/08/2009 1.81 %	1,565,748.00 1,526,575.88	103.25 0.37 %	1,548,750.00 26,885.42	5.13 % 22,174.12	Aaa AAA	1.00 0.98
31331VJ80	FFCB Note 5.375% Due 7/18/2011	1,000,000.00	06/16/2008 3.98 %	1,039,964.00 1,013,582.07	105.13 0.48 %	1,051,250.00 24,336.81	3.50 % 37,667.93	Aaa AAA	1.05 1.01
3137EAAF6	FHLMC Note 5.25% Due 7/18/2011	1,400,000.00	01/08/2009 1.64 %	1,524,387.20 1,451,647.73	105.03 0.44 %	1,470,438.20 33,279.17	4.90 % 18,790.47	Aaa AAA	1.05 1.01
3133XHPH9	FHLB Note 4.875% Due 11/18/2011	1,000,000.00	10/28/2008 3.78 %	1,031,172.00 1,014,118.26	105.88 0.60 %	1,058,750.00 5,822.92	3.47 % 44,631.74	Aaa AAA	1.39 1.35
Total Agency		21,055,000.00	1.27 %	21,857,054.74 21,498,991.46	0.43 %	21,690,299.22 153,635.75	71.17 % 191,307.76	Aaa AAA	0.87 0.86
69351CAA1	PNC Funding Corp FDIC Guaranteed 1.875% Due 6/22/2011	900,000.00	05/27/2010 0.58 %	912,278.70 911,353.81	101.27 0.57 %	911,405.70 421.88	2.97 % 51.89	Aaa AAA	0.98 0.97
91160HAA5	US Bancorp FDIC Guaranteed Note 2.25% Due 3/13/2012	1,225,000.00	03/10/2009 2.25 %	1,224,853.00 1,224,916.71	102.60 0.71 %	1,256,831.63 8,268.75	4.12 % 31,914.92	Aaa AAA	1.70 1.66



CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
38146FAA9	Goldman Sachs FDIC Guaranteed Note 3.25% Due 6/15/2012	800,000.00	12/08/2008 2.83 %	811,088.00 806,184.02	104.71 0.82 %	837,703.20 1,155.56	2.73 % 31,519.18	Aaa AAA	1.96 1.90
06050BAA9	Bank of America Corp FDIC Guaranteed Note 3.125% Due 6/15/2012	800,000.00	12/19/2008 2.01 %	829,896.00 816,844.48	104.43 0.84 %	835,464.00 1,111.11	2.73 % 18,619.52	Aaa AAA	1.96 1.91
949744AC0	Wells Fargo & Company FDIC Guaranteed Note 2.125% Due 6/15/2012	740,000.00	03/25/2009 2.13 %	739,807.60 739,882.72	102.69 0.74 %	759,880.84 698.89	2.48 % 19,998.12	Aaa AAA	1.96 1.92
Total FDIC Insured US Corporate		4,465,000.00	1.95 %	4,517,923.30 4,499,181.74	0.73 %	4,601,285.37 11,656.19	15.03 % 102,103.63	Aaa AAA	1.70 1.66
MONEY MARKET FUNDS									
431114701	Highmark Govt Money Market Fund	55,017.33	Various 0.05 %	55,017.33 55,017.33	1.00 0.05 %	55,017.33 0.00	0.18 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		55,017.33	0.05 %	55,017.33 55,017.33	0.05 %	55,017.33 0.00	0.18 % 0.00	Aaa AAA	0.00 0.00
US TREASURY									
912828FA3	US Treasury Note 4.75% Due 3/31/2011	1,000,000.00	07/10/2008 2.67 %	1,054,300.23 1,014,928.46	103.31 0.33 %	1,033,125.00 11,939.89	3.41 % 18,196.54	TSY TSY	0.75 0.74
912828LF5	US Treasury Note 1.125% Due 6/30/2011	1,000,000.00	06/28/2010 0.37 %	1,007,542.41 1,007,501.19	100.72 0.40 %	1,007,227.00 30.57	3.28 % (274.19)	TSY TSY	1.00 1.00
912828FS4	US Treasury Note 4.625% Due 8/31/2011	1,000,000.00	07/10/2008 2.77 %	1,055,237.73 1,020,533.40	104.86 0.45 %	1,048,555.00 15,458.56	3.47 % 28,021.60	TSY TSY	1.17 1.13
912828FU9	US Treasury Note 4.5% Due 9/30/2011	1,000,000.00	07/10/2008 2.79 %	1,052,190.85 1,020,237.27	105.10 0.41 %	1,051,016.00 11,311.48	3.46 % 30,778.73	TSY TSY	1.25 1.22
Total US Treasury		4,000,000.00	2.16 %	4,169,271.22 4,063,200.32	0.40 %	4,139,923.00 38,740.50	13.62 % 76,722.68	TSY TSY	1.04 1.02
TOTAL PORTFOLIO		29,575,017.33	1.49 %	30,599,266.59 30,116,390.85	0.47 %	30,486,524.92 204,032.44	100.00 % 370,134.07	Aaa AAA	1.02 1.00
TOTAL MARKET VALUE PLUS ACCRUED						30,690,557.36			



Managed Account Detail of Securities Held

As Of: June 30, 2010

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Issuer
Federal Agency Bond / Note								
FHLB TAP BONDS DTD 08/11/2006 5.125% 09/10/2010	3133XGLE2	5,000,000.00	AAA	07/10/09	07/15/09	5,257,750.00	0.63	FEDERAL HOME LOAN BANKS
FFCB BONDS DTD 06/13/2007 5.250% 09/13/2010	31331XE40	2,562,000.00	AAA	07/10/09	07/15/09	2,698,733.94	0.63	FEDERAL FARM CREDIT BANKS
FNMA GLOBAL NOTES DTD 02/27/2009 1.750% 03/23/2011	31398AV02	515,000.00	AAA	12/01/09	12/03/09	523,322.40	0.51	FANNIE MAE
FHLMC GLOBAL REFERENCE NOTES DTD 06/13/2008 3.875% 06/29/2011	3137EABN8	4,765,000.00	AAA	03/31/10	04/01/10	4,954,504.05	0.66	FREDDIE MAC
FHLMC GLOBAL REFERENCE NOTES DTD 06/13/2008 3.875% 06/29/2011	3137EABN8	9,670,000.00	AAA	06/28/10	06/29/10	9,999,553.60	0.46	FREDDIE MAC
Security Type Sub-Total		22,512,000.00				23,433,863.99	0.56	
Federal Agency Discount Note								
FNMA DISC NOTE -- 0.000% 01/04/2011	313588AD7	6,143,000.00	A-1+	02/24/10	02/25/10	6,124,306.51	0.35	FANNIE MAE
Security Type Sub-Total		6,143,000.00				6,124,306.51	0.35	
U.S. Treasury Bond / Note								
US TREASURY NOTES DTD 09/30/2008 2.000% 09/30/2010	912828JL5	420,000.00	TSY	07/15/09	07/16/09	426,956.25	0.62	UNITED STATES TREASURY
Security Type Sub-Total		420,000.00				426,956.25	0.62	
Managed Account Sub Total		29,075,000.00				29,985,126.75	0.52	
Total Investments		\$29,075,000.00				\$29,985,126.75	0.52%	



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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*July 22, 2010
Agenda Item 6.5.1*

Date: July 12, 2010
To: Alameda County Transportation Commission
From: ACCMA Plans and Programs Committee
Subject: Transportation and Land Use Program: Transit Oriented Development Quarterly Report

Action Requested

It is recommended that the Commission review and approve the attached Transit Oriented Development (TOD) Quarterly Fund Monitoring and Project Status Report. The report provides project and funding status of nine active Transit Oriented Development projects in the Countywide Transportation Plan: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II.

Next Steps

Submit the next quarterly report to the Commission for approval at the October meeting.

Discussion

The attached quarterly report provides a status of the delivery of nine active TOD projects in the Countywide Transportation Plan. Status was previously reported for 10 TOD projects, but was reduced to nine with the completion of the Dublin/Pleasanton Center project in 2009. In addition to an update of the progress of each of the nine active TOD projects, this report also monitors funding for eight TOD projects in the CWTP for which funds are programmed by CMA. This report tracks this quarter's status and upcoming requirements for programmed TOD funds, i.e., those included in an official document showing a commitment of funding approved or adopted by the governing board responsible for the administration of the funds. The report is based on information provided by the sponsors and funding agencies such as the CMA, MTC, Caltrans and the CTC.

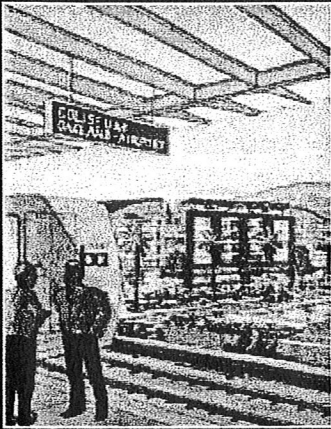
The quarterly report will be presented to the Alameda CTC. Updates of the status of funding and the delivery of the TOD projects will continue to be provided to the Commission quarterly.

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TOD PROJECTS IN COUNTYWIDE TRANSPORTATION PLAN

Coliseum BART Transit Village



3rd QUARTER, January to March 2010

Development: Oakland developed a workable replacement parking approach with BART and continued to refine a viable development approach with developers. Oakland acquired another parking parcel along 73rd Avenue and the Redevelopment Agency acquired the Capitol Corridor/AMTRAK parking lot from the City.

Funding: Updated the STIP TE grant information to retain the BART plaza and pedestrian area grant. Selected a design team to design the plaza and pedestrian area refurbishments at the Coliseum BART Station. It is proposed to be approved in April 2010 by the City Council.

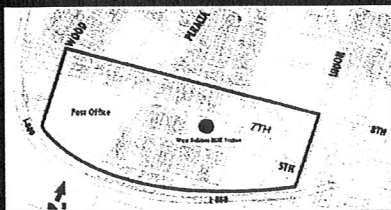
Next Steps: The State HCD Prop 1C TOD Infrastructure grant of \$8.4 million for the Coliseum BART Station Area Transit Village has been awarded. The grant will be used to link the existing Oakland Housing Authority Lion Creek Crossings and the proposed Coliseum Transit Village projects. The infrastructure grant contributes to the construction of a new Coliseum BART plaza as well as improves the streetscape along 69th Ave, 70th Ave, 71st Ave and Snell St. It also proposes a new mid-block street between 70th and 71st Avenues to connect Lion Creek Crossings Phase IV project and CTV Phase I to the Coliseum BART Station plaza. However, the Agency is awaiting the state HCD TOD grant agreement to be signed before they begin work.

4th QUARTER, April to June 2010

Design: The City of Oakland has hired a consultant to design the Oakland Coliseum plaza improvements. Oakland is working with BART, the Coliseum Authority, AirBART, AC Transit and CMA to coordinate the schedule, timing, design standards and needs at the site. The design is expected to be complete December 2010.

Next Steps: Construction of the Coliseum plaza improvements is expected to begin summer 2011.

W. Oakland Bart Transit Village



Contractor was selected.

Next Steps: Construction will begin next quarter (spring 2010).

Notice to Proceed for construction was issued mid May 2010. At the west end of the project, the city is negotiating with BART Seismic Retrofit project to schedule their work such that its affect to the Transit Village project would be minimal.



MacArthur Transit Village



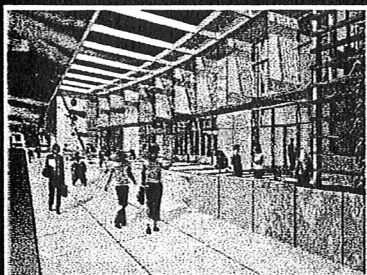
3rd QUARTER, January to March 2010

Design: Continued to work on designs for first phase of construction.

4th QUARTER, April to June 2010

Design: The design for the replacement BART garage and site infrastructure was presented to the community in April 2010 and went before the Design Review Committee of the Planning Commission in May 2010. The Planning Commission will review the final design and the Tentative Map for the site in August 2010 and the City Council approval for the Phase I Final Develop Plan is scheduled for September 2010. Construction for the first phase is anticipated to begin early 2011.

Ashby / Ed Roberts Campus

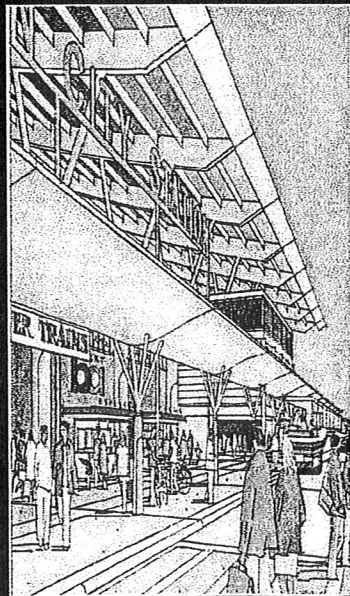


Construction: Construction is ongoing.

Next Steps: Construction expected to be complete in spring 2010.

Construction: Construction on the Ed Roberts Campus is in process and expected to be complete summer 2010.

Union City TOD



Construction: Infrastructure improvements (roads, utilities, drainage, etc.) for the Intermodal Station District core area (former PG&E property located on the east side of the BART Station – 30 acres) has commenced. Mid-Peninsula Housing will begin construction in April 2010 on Phase 1 (100 units and parking garage) of their 157-unit affordable housing development within the Intermodal Station District.

Funding: Received an Infill Infrastructure Grant from HCD for \$15 million for BART Phase 2. The recently approved Mid-Peninsula Housing Coalition’s 157-unit affordable housing project (proposed on former PG&E property) received 4 percent tax credits for Phase 1 and is preparing for bond issuance.

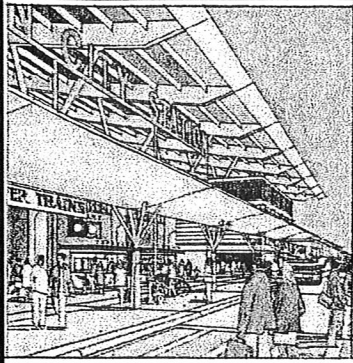
Design: Redevelopment Agency contracted with ROMA Design Group to prepare preliminary Final Design, updated detailed cost estimate and phasing program for BART Phase 2 to accelerate pedestrian connection and to minimize disruption to existing operations.

No significant updates reported for this quarter.

3rd QUARTER, January to March 2010

4th QUARTER, April to June 2010

San Leandro Transit Village



Planning: TOD TAP access study initiated. Kick off meeting held with consultants

Entitlements: Entitlements for the 100 affordable units (The Alameda) completed and City Council approved Final Map in January 2010.

Studies: Access study funded through TODTAP Program is underway.

Next Steps: The Alameda has been delayed due to the current economic climate and new State HCD infrastructure grant requirements related to the project. The nonprofit developer, BRIDGE Housing Corporation, was unable to meet State low income housing tax credit deadlines and had to return the credit. The City is working with BRIDGE Housing to reapply for tax credits and go forward with construction.

Warm Springs TOD



Funding: Warm Springs TOD is part of the General Plan 2030 Update, which is anticipated to be complete summer 2010.

Funding: The City of Fremont received a \$333,000 grant from the United States Department of Commerce Economics Development Administration (EDA) for studies to develop a Recover Strategy for the reuse, planning, and job creation for the NUMMI site and surrounding area. The 850 acre study area includes the future Warm Springs BART Station and potential Transit Oriented Development (TOD) around the station.

Plans and Policy On May 4, 2010, the City Council approved Guiding Principals for development of the Warm Springs/South Fremont Area.

South Hayward TOD



Planning: The City is pursuing development of a form-based code for the area encompassed by the 2006 Concept Design Plan. A public workshop/charrette is scheduled for September 29 through October 4. Also, a market analysis and parking strategy report are being developed.

No changes reported.

Funding: The City's Redevelopment Agency was successful in acquiring \$30 million through the State Proposition 1C Infill Infrastructure grant program, and the developer and Eden Housing were awarded \$17 million from the State Proposition 1C TOD grant program for the South Hayward BART Mixed Use Project, which will result in 788 units, 26 percent of which will be affordable, and a new grocery store at the South Hayward BART station.



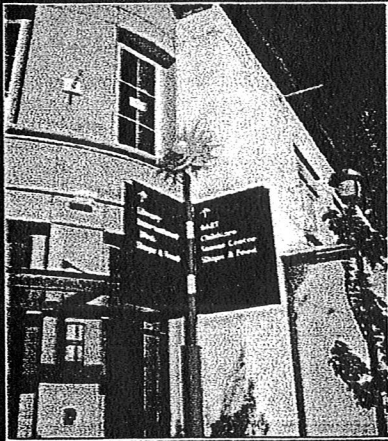
TOD PROJECTS IN COUNTYWIDE TRANSPORTATION PLAN

3rd QUARTER, January to March 2010

4th QUARTER, April to June 2010

Next Steps: The form-based code is anticipated to be developed prior to end of fiscal year. The City and developers are working together with the property owner, BART, to develop formal agreements regarding land disposition, responsibility for maintenance and operation of parking garages and common areas, formalization of funding commitments, etc.

Fruitvale TOD Phase II



Funding: Pursuing subsidy funding for Fruitvale Transit Village Phase II. A DEIR was released and public comments were received on it through March 1, 2010. A final EIR is now being prepared.

Entitlements: Fruitvale Transit Village Phase II received discretionary entitlements and COLA clearance from the City of Oakland Planning Commission on May 19, 2010.

Next Steps: Entitlement is anticipated in Spring 2010.

Programmed Funds Monitored by Alameda County CMA							
Index	Sponsor	Project Title			Prog'd Amt		
	Fund Source	Program	Phase	FY	(\$ x 000)	Required Activity	Date Req'd
1	BART	Dublin/Pleasanton BART Station Area TOD					
	CMATIP		Con	NA	\$ 3,675	Funds 100% expended	
2	BART	Warm Springs Station (Future) Area TOD					
		No funds being monitored by the CMA at this time					
3	Berkeley	Ed Roberts Campus - Ashby BART Station Area TOD					
	SAFETEA-LU	Earmark	Con	NA	\$ 2,508	Drawdown Grant	
	STIP	RIP-TE	Con	07/08	\$ 1,200	Accept Contract within 3 years from Award	
	STIP	RIP	Con	07/08	\$ 2,000	Accept Contract within 3 years from Award	
	STIP	RIP	Con	07/08	\$ 2,614	Accept Contract within 3 years from Award	
	FTA	Earmark	Con	NA	\$ 300	Drawdown Grant	
	CMAQ	Lifeline	Con	08/09	\$ 1,386	Drawdown Grant	
	ACTIA	Para Gap	Con	NA	\$ 141	Drawdown Grant	
	CMAQ	TLC	Con	07/08	\$ 2,000	Drawdown Grant	
	ACTIA	TCD	Con	NA	\$ 230	Drawdown Grant	
	CMAQ	HIP	Con	07/08	\$ 544	Drawdown Grant	
	ACTIA	Bike/Ped Grant	Con	NA	\$ 136	Drawdown Grant	
	RM2	Safe Routes to Trail	Con	07/08	\$ 325	Drawdown Grant	

Report Continued on Next Page

Programmed Funds Monitored by Alameda County CMA (cont.)							
Index	Sponsor	Project Title			Prog'd Amt	Required Activity	Date Req'd
	Fund Source	Program	Phase	FY	(\$ x 000)		
4	Oakland	Oakland Coliseum BART Station Area TOD					
	CMATIP		Con	NA	\$ 500	Submit Quarterly Progress Report	7/15/10
	STIP	RIP-TE	TBD	TBD	\$ 885	Amend into STIP (Note 3)	
	FTA	Earmark		NA	\$ 600	Agreement with Transit Agency (Note 4)	
	CMAQ		Con	06/07	\$ 89	Liquidate Funds Submit Invoice at least once every 6 months	1/17/13
	TDA		Con	NA	\$ 189		
5	Oakland	West Oakland BART Station Area TOD					
	CMAQ	TLC	Con	08/09	\$ 2,330	Liquidate Funds Submit Invoice at least once every 6 months	8/5/15
	ARRA	ARRA-TE	Con	08/09	\$ 1,300	Liquidate Funds Submit Invoice at least once every 6 months	8/5/15
	CMAQ	TLC	PE	07/08	\$ 320	Liquidate Funds Submit Invoice at least once every 6 months	11/5/13
6	Oakland	MacArthur BART Station Area TOD					
	CMATIP		PE	04/05	\$ 500	Submit Quarterly Progress Report Liquidate Funds	7/15/10
	CMAQ		Con	07/08	\$ 100	Submit Invoice at least once every 6 months	6/12/14
	CMAQ		PE	05/06	\$ 200	Liquidate Funds Submit Invoice at least once every 6 months	3/30/13
	CMAQ		Con	06/07	\$ 681	Liquidate Funds Submit Invoice at least once every 6 months	3/30/13
	CMAQ		Con	07/08	\$ 215	Liquidate Funds Submit Invoice at least once every 6 months	9/15/13
	STIP	RIP-TE	Con	07/08	\$ 193	Accept Contract within 3 years from Award	12/1/10
	STIP	RIP-TE	TBD	TBD	\$ 953	Amend into STIP (Note 3)-BART to be sponsor	

Report Continued on Next Page

Programmed Funds Monitored by Alameda County CMA (cont.)							
Index	Sponsor	Project Title			Prog'd Amt		
	Fund Source	Program	Phase	FY	(\$ x 000)	Required Activity	Date Req'd
7	San Leandro	BART TOD					
		No funds being monitored by the CMA at this time					
8	Union City	Union City Intermodal Station Area TOD					
	CMAQ	TLC	Con	05/06	\$ 3,024	Drawdown FTA Grant	
	CMAQ	TLC	Con	07/08	\$ 1,824	Drawdown FTA Grant	
	STIP	RIP-TE	Con	05/06	\$ 5,307	Accept Contract within 3 years from Award	
	STIP	RIP-TE	Con	06/07	\$ 2,000	Accept Contract within 3 years from Award	
	STIP	RIP	Con	05/06	\$ 720	Accept Contract within 3 years from Award	
	STIP	RIP	Con	06/07	\$ 9,787	Accept Contract within 3 years from Award	
	STIP	RIP	Con	07/08	\$ 4,600	Accept Contract within 3 years from Award	
	TCRP		Con	NA	\$ 1,880	Drawdown Grant	
	SAFETEA-LU	Earmark	Con	NA	\$ 3,553	(Note 2)	
<p>Notes: This is a report of eight TOD projects in the Countywide Transportation Plan. It does not include TOD projects in progress that are not in the Plan.</p> <ol style="list-style-type: none"> 1 CMATIP Fund Transfer Agreements must be executed prior to any reimbursements being approved. 2 SAFETEA-LU Earmarks are not subject to timely use of funds provisions. The amounts available for authorization each federal fiscal year are prescribed by the legislation and adjusted annually during the budget process. 3 2008 STIP TE funds were adopted into the 2008 STIP as a County Reserve. Individual project sponsors must amend projects into STIP prior to allocation. The amendment process includes approvals by the CMA, MTC and CTC and can take four months. 4 FTA funds are reimbursed through FTA grants. Sponsors must be an eligible transit agency or have an agreement with an eligible transit agency to receive funds. 5 Funds with "NA" shown under FY do not have a specific fiscal year associated with the programming. 							

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