



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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July 22, 2010
Agenda Item 10.1

Memorandum

DATE: July 12, 2010
TO: Alameda County Transportation Commission
FROM: ACCMA Plans and Programs Committee
RE: New Federal Act Program: CMA Block Grant Final Program

Action

It is recommended that the Alameda County Transportation Commission (ACTC or Alameda CTC) approve the final CMA Block Grant program (Local Streets and Roads, Regional Bicycle Program, and County Transportation for Livable Communities). A final program is due to MTC by July 31st.

Discussion

The CMA Block Grant program is a new MTC grant program that includes Local Streets and Roads (LSR), Regional Bicycle Program (RBP), and Transportation for Livable Communities (TLC) components funded by Cycle 1 of the anticipated New Federal Transportation Act (New Act).

The Block Grant program is estimated to make \$25.3 million in Surface Transportation Program/Congestion Mitigation and Air Quality (STP/CMAQ) funding available to Alameda County. The LSR and RBP funds require an 11.5% local funding match and the TLC program requires a local match of 20%. The funding is available to be programmed in federal fiscal years 2010/11 and 2011/12. Below is the total amount available for each of the three programs:

- LSR: \$15,888,000
- RBP: \$ 3,682,560
- TLC: \$ 5,723,520
- Total: \$25,294,080

Projects recommended for the final program were evaluated based on multiple factors including project readiness/deliverability, status in existing planning efforts, ROW status, and geographic equity.

TLC Program

The TLC program was a competitive program with the initial requests for eight (8) projects for more than twice the funding available. MTC concurrently received applications for the Regional TLC program (\$40 M program). Multiple projects were submitted for both the County and Regional TLC programs. MTC has released a Draft Regional TLC program (anticipated to be approved on July 28th). MTC is proposing to fund three (3) of the projects submitted for the County TLC program. The remaining five (5) projects are recommended for County TLC funds totaling \$5.666 million. The proposed program has a balance of about \$57,000 of County TLC programming remaining, or about 1% of the County TLC Program. The Board authorized flexing

of funds, up to 5%, between the three block grant categories. Of the remaining \$57,000, it is proposed that \$23,000 be flexed to the RBP program to provide the remaining funds needed to fully fund the City of Pleasanton's Foothill at I-580 Interchange Bike Lane Gap Closure project. The remaining \$34,000 is proposed to be flexed to the LSR program. Staff will work with City of Fremont to pursue amending the exchange arrangement with the City of Fremont to include the additional \$34,000.

LSR Program

The LSR program recommendation follows the suballocation of the funds as indicated in the LSR Formula guidance. The cities of Emeryville and Piedmont chose not to submit projects for the LSR program. The combined total of the shares for the two cities is \$197K. The final program recommendation includes programming this \$197K to the City of Fremont. The City of Fremont will exchange the additional funds with the CMA, which will allow the CMA to program local funds to the Cities of Emeryville and Piedmont for LSR improvements. The LSR program also includes an additional \$34,000 flexed into the program from the TLC Program. Staff will work with City of Fremont to pursue amending the exchange arrangement with the City of Fremont to include the additional \$34,000.

RBP Program

The RBP program was a competitive program with the initial requests of more than twice the funding available. The recommended final program includes four (4) of the eight (8) projects submitted for consideration. The four (4) recommended projects include three (3) projects classified as high priority and one (1) included in the financially constrained network of the Alameda Countywide Bike Plan. The level of funding for the City of Pleasanton-Foothill at I-580 project was reduced to keep the program within the funds available. The RBP program also includes \$23,000 be flexed from the TLC program to provide the remaining funds needed to fully fund the City of Pleasanton's Foothill at I-580 Interchange Bike Lane Gap Closure project.

Next Steps

A final program is due to MTC by July 31, 2010. MTC requires an approved Resolution of Local Support for each project. Resolutions will be due to the CMA by September 30, 2010.

An issue discussed at the June meeting of the ACCMA Plans and Programs Committee was the role of the CMA in street by street selection of LSR projects submitted by local agencies. There are multiple factors that cities may use to select the various streets that are included in their federal aid funded LSR applications such as: condition of roads, traffic volume, street classification, computer models (Pavement Management Programs), equity (within jurisdiction), availability of other fund sources, and eligibility of the specific street relative to the funding sources available (i.e. federal funds compared to ACTIA Measure B pass through funds). As a follow up to this LSR New Act programming exercise, in the fall of 2010, staff will present information to the Committees and Commission regarding factors involved in prioritizing streets for maintenance, repair and rehabilitation.

Attachments: Block Grant Proposed Final Program

Summary of CMA Block Grant Applications Received

Block Grant Programs	\$ Available	\$ Requested	% of \$ Available
RBP (discretionary)	\$3,682,560	\$8,138,000	221%
LSR (formula allocation)	\$15,888,143	\$16,172,000	102%
County TLC (discretionary)	\$5,723,520	\$11,697,452	204%
Block Grant Total	\$25,294,223	\$36,007,452	142%

CMA Block Grant - Proposed Final Program

TLC						
Sponsor	Project Title	Project Description	Amount Requested	County (CMA) Program Amount Recommended	Regional (MTC) Draft Program Amount Recommended	Total TLC Recommended
Proposed Final Program						
BART	MacArthur BART Entry Plaza Renovation	Renovation of the entry plaza to the MacArthur BART station at 40th St. to improve access and support the TOD project at the station. Project includes the installation of secure bike parking for up to 200 bikes and other public amenities, improve lighting, and improvements to the transit transfer area.	\$ 625,000	\$ 625,000	\$ -	\$ 625,000
Berkeley	Downtown Berkeley BART Plaza and Transit Area Improvements - PE Phase	Downtown Berkeley BART Plaza and Transit area (west side of Shattuck Ave between Center St and Allston Way) improvements including: New bus transit shelter, resurfacing, landscaping and lighting. Improved bike parking, ADA Curb Ramps, and security.	\$ 1,600,000	\$ -	\$ 1,805,000	\$ 1,805,000
Fremont	Fremont Midtown Catalyst	The project is located on Walnut Ave in the City's Central Business District/Midtown District. Construct inviting streetscape to encourage pedestrian and bicycling activity, improves connections to nearby transit, and serve as catalyst for TOD development in the area.	\$ 1,600,000	\$ 1,600,000	\$ -	\$ 1,600,000
Livermore	Construction of Iron Horse Trail in Downtown Livermore (ACE Station to K St)	Iron Horse Trail-Downtown Livermore, CA. From Livermore ACE Station to K Street with a trail spur connection from Iron Horse Trail to the intersection of Livermore Ave/Railroad Ave. Note - CMA Program recommendation accounts for additional local funds required to meet matching requirements	\$ 1,648,000	\$ 1,566,000	\$ -	\$ 1,566,000
Oakland	Foothill Boulevard Streetscape	In Fruitvale District, on Foothill Blvd from Austin St continuing to 35th Ave: Streetscape including traffic calming, infrastructure, place making, pedestrian amenities and landscaping. Fruitvale and Coolidge Ave segment from 35th Ave to High Street.	\$ 2,000,000	\$ -	\$ 2,200,000	\$ 2,200,000
Oakland Redevelopment Agency	MacArthur Blvd Streetscape Project	Along MacArthur Blvd from 73rd Ave to 76th Ave; 89th Ave to 90th Ave; and 106th Ave to Durant Ave: Streetscape improvements including pedestrian amenities, traffic calming and improved transit stops.	\$ 1,700,000	\$ 1,700,000	\$ -	\$ 1,700,000
San Leandro	BART-Downtown Pedestrian Interface Implementation Project	Downtown BART Station - San Leandro Blvd streetscape improvements including wider sidewalks, class II bike lanes, enhanced crosswalks with pedestrian refuge areas, signage, lighting, landscaping, and street furnishings.	\$ 2,350,000	\$ -	\$ 4,610,000	\$ 4,610,000
Livermore	Retrofit of Downtown Light Fixtures	Retrofit of existing light fixtures and installation of new light fixtures in downtown Livermore to improve illumination and energy efficiency. Project Area is between Railroad Ave, Fourth Street, Maple Ave, and L Street.	\$ 175,000	\$ 175,000	\$ -	\$ 175,000
Total			\$ 11,698,000	\$ 5,666,000	\$ 8,615,000	\$ 14,281,000
Total TLC funding available to program (Alameda County and Regionally)				\$5,723,000	\$40,000,000	
Total recommended as % of funding available				99.00%		
TLC remaining balance ¹				\$ 57,000		
TLC funds flexed to RBP program				\$ (23,000)		
TLC funds flexed to LSR program				\$ (34,000)		
Total adjusted TLC remaining balance				\$ -		

Notes

1. Represents about 1% of TLC programming capacity

Evaluation Criteria

- Project Readiness and Deliverability
- Status of ROW efforts (including utility relocation issues)
- Requested minimum of \$500K per suggested guidelines
- Ability to complete a previously initiated TLC project area
- Geographic Equity

CMA Block Grant - Proposed Final Program

LSR					
Sponsor	Project Title	Project Description	Amount Requested	LSR Formula Share ¹	Amount Recommended
Proposed Final Program					
Alameda County	Pavement Rehab - Central Unincorporated Alameda County	Lake Chabot Road: Castro Valley Blvd - Quail Avenue; Crow Canyon Road: East Castro Valley Blvd - Contra Costa County Line; Second Street: Patricia Court - Campus Drive; and Redwood Road: Castro Valley Blvd. to Heyer.	\$ 1,121,000	\$ 1,121,000	\$ 1,121,000
Alameda	Otis Drive Construction	Otis Dr, from the intersection with Westline Dr to the easternmost intersection of Otis Dr and Willow St.	\$ 837,000	\$ 837,000	\$ 837,000
Albany	Solano Ave Pavement Rehab Masonic to Tulare Ave	On Solano Ave from Masonic Ave to Tulare Ave (Berkeley City Limits).	\$ 117,000	\$ 117,000	\$ 117,000
Berkeley	Rehab AC Pavement on Various Streets	Sacramento St from Dwight Way to Ashby Ave	\$ 955,000	\$ 955,000	\$ 955,000
Dublin	Dublin Citywide Street Resurfacing Project	Silvergate Dr between San Ramon Rd and Dublin Blvd, Clark Ave between Village Parkway and Maple Dr, and Tassajara Rd between North City limits and Shadow Hill Dr.	\$ 547,000	\$ 547,000	\$ 547,000
Fremont ²	Fremont Pavement Rehab	1. Mission Blvd N/B and S/B from Pine Street to Durham Road and Mission Blvd N/B from Grimmer Blvd to Durham Road; 2. Paseo Padre Parkway N/B & S/B - Stevenson Blvd to Mowry Ave.	\$ 3,200,000	\$ 2,907,000	\$ 3,104,000
Hayward	Arterial Pavement Rehab	1) D Street from Second Street to 235' east of 7th Street (City Limit), 2) Huntwood Avenue from Folsom Avenue to Tennyson Road, 3) Industrial Parkway S/W from Whipple Road to Industrial Parkway West, 4) Second Street from E Street to Walpert St.	\$ 1,336,000	\$ 1,336,000	\$ 1,336,000
Livermore	2010 STP Arterial St Rehab	Railroad Ave from "S" St to "P" St; Portola Ave to First St; Holmes St from Murrieta Blvd to "Q" St; Vallecitos Rd from Isabel Ave to west of Vineyard Ave.	\$ 1,028,000	\$ 1,028,000	\$ 1,028,000
Newark	Cedar Blvd and Jarvis Ave Pavement Rehab	Cedar Blvd: approximately 200 ft south of Milani Ave to Central Ave; Jarvis Ave: Union Pacific Railroad tracks to Haley St and Haley St to Spruce St (WB only)	\$ 682,000	\$ 682,000	\$ 682,000
Oakland	Oakland-Various St Resurfacing	Broadway, 38th St to Broadway Terrace; 12th St, 14th Ave to Fruitvale Ave; Grizzly Peak, Skyline Blvd to Berkeley city limit; Lake Shore Ave, Mac Arthur Blvd to Mandana Blvd; Skyline Blvd, Parkridge Dr to Joaquin Miller Rd; Alcatraz Ave, College Ave to Berkeley city limit.	\$ 3,805,000	\$ 3,617,000	\$ 3,617,000
Pleasanton	Pavement Rehab of Various City Streets	Two segments of Santa Rita Road, one segment of West Las Positas Boulevard, the entire length of Old Santa Rita Road , one segment of Willow Road, and one segment of Owens Drive. New class II bike lanes will be installed on Old Santa Rita Road and Willow Road.	\$ 876,000	\$ 876,000	\$ 876,000
San Leandro	Marina Blvd Street Rehabilitation	Marina Blvd from San Leandro Blvd to Washington Ave; Marina Blvd from Alvarado St to Teagarden St.	\$ 807,000	\$ 807,000	\$ 807,000
Union City	Dyer Street Rehabilitation	Dyer Street Rehabilitation from Whipple Rd to Alvarado Blvd.	\$ 861,000	\$ 861,000	\$ 861,000
Total LSR Requested			\$ 16,172,000	\$ 15,691,000	\$ 15,888,000
Total LSR funding available to program			\$ 15,888,000	\$ 15,888,000	\$ 15,888,000
Total TLC funds flexed to LSR program³					\$ 34,000
Total adjusted LSR available to program					\$ 15,922,000
% compared to funding available⁴			102%	99%	100.2%

Evaluation

- Project Readiness and Deliverability
- Equity

Notes

1. LSR Formula based on 25% population, 25% lane mileage, 25% arterial and collector shortfall, 25% preventive maintenance.
2. Fremont will exchange the \$197K over their LSR formula share that will allow CMA to program local funds to Emeryville and Piedmont.
3. Additional funding proposed to be flexed from the TLC to the LSR program. Staff will work with City of Fremont to pursue amending the exchange arrangement with the City of Fremont to include the additional funds.
4. Difference of \$231K between LSR formula share and available to program accounts for LSR formula share of Emeryville and Piedmont (\$197) and flex from the TLC program (\$34K).

CMA Block Grant - Proposed Final Program

RBP						
Sponsor	Project Title	Project Description	Amount Requested	Amount Recommended	Flex Funding Recommended	Total Recommended
Proposed Final Program						
Albany	Buchanan Bicycle and Pedestrian Path	Construct a Class 1 bicycle path along the south side of Marin Ave. and Buchanan St from the intersection of San Pablo Ave to the Buchanan Bridge overcrossing. In addition, a westbound bike lane will be installed along the north side of the project limits. Albany's high-priority project in ACBP ¹ (Corridor C, Project 59, Segment A).	\$ 1,702,000	\$ 1,702,000		\$ 1,702,000
Oakland	Oakland Class 2 Bike Lanes	Broadway, E 12th St, and Lake Shore Ave Class 2 Bike lanes. Oakland's high-priority project in ACBP ¹ (Corridor BC, Project 25, Segment 7-BC). Project proposed to be combined with Oakland's Block Grant LSR project for delivery purposes.	\$ 435,000	\$ 435,000		\$ 435,000
Pleasanton	Foothill Rd at I-580 Interchange- Bike Lane Gap Closure	The project is located at the I-580 interchange at Foothill Rd in Pleasanton. The project north limit to the north side of the freeway overcrossing and the south limit is the intersection of Foothill Rd at Canyon Way/Dublin Canyon Rd. Project in financially-constrained network in ACBP ¹ (Corridor 60, Project 28, Segment E).	\$ 708,000	\$ 685,000	\$ 23,000	\$ 708,000
Union City	Union City Blvd Corridor Improvements, Phase I	Construct bicycle lanes on Union City Boulevard from Smith Street to a location 600-Feet South of Alvarado Boulevard. Union City's high-priority project in ACBP ¹ (Corridor 25, Project 9, Segment JD-JE).	\$ 860,000	\$ 860,000		\$ 860,000
Total			\$ 3,705,000	\$ 3,682,000	\$ 23,000	\$ 3,705,000
Total RBP funding available to program						\$3,682,000
Total recommended as % of funding available						101%
RBP funding shortfall						(\$23,000)
Total TLC funds flexed to RBP program						\$23,000
Total adjusted RBP available to program						\$3,705,000

Other Projects Submitted for Consideration			
Alameda County	Marina Ave Class II Bicycle Lane Gap Closure Project	This project is located on Marina Ave, Wente St and Arroyo Rd. It is located in the Livermore area of unincorporated Alameda County. Project is not in ACBP ¹ .	\$ 505,000
Berkeley	9th St Bike Blvd Extension / San Pablo Ave Bicycle Path	9th St, Murray St, Folger St and on the former Union Pacific Railroad ROW within the City of Berkeley. Project in financially-constrained network in ACBP ¹ (Corridor 25, Project 6, Segment AK).	\$ 502,000
Livermore	Portola Trail Connection	Class 1 Multi-Use Trail connecting between existing Multi-Use Trail 20-TA03 and Campus Hill Drive trail connection to Las Positas College. Project in financially-constrained network in ACBP ¹ (Corridor 37, Project TB, Segments 7, 8 & 9).	\$ 2,062,000
Pleasanton	Foothill Rd Bicycle Lane Gap Closure	Widen 2 segments of Foothill Rd and install new 6' wide bike lanes on both sides of the roadway. The segments of Foothill Rd are Muirwood Dr to Highland Oaks Dr. and Foothill Place to Longview Dr. Project is in ACBP ¹ (Corridor 65, Project 28, Segments J & M).	\$ 1,364,000
Additional RBP Requested			\$ 4,433,000

Evaluation Criteria

- Classification of the project in the Alameda County Bicycle Plan (High-priority, Financially-constrained, or Vision)
- Project Readiness and Deliverability
- Status of ROW efforts (including utility relocation issues)
- Geographic Equity

Notes:

1) ACBP = Alameda County Bicycle Plan

CMA Block Grant Program – FFY Distribution

Program	FFY 10/11	FFY 11/12	TOTAL
LSR	\$14,137,000	\$1,785,000	\$15,922,000
RBP	\$0	\$3,705,000	\$3,705,000
TLC	\$2,366,000	\$3,300,000	\$5,666,000
TOTAL	\$16,503,000	\$8,790,000	\$25,293,000

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July 22, 2010
Agenda Item 10.2

Memorandum

DATE: July 12, 2010
TO: Alameda County Transportation Commission
FROM: ACCMA Plans and Programs Committee
RE: Transportation Fund for Clean Air (TFCA): FY 2010/11 Final Program

Action Requested

It is recommended that the Alameda County Transportation Commission (ACTC or Alameda CTC) approve the TFCA FY 2010/11 final program and authorize the Executive Director to execute any necessary agreements related to this programming. The Alameda CTC is designated as the overall Program Manager for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for Alameda County. The program recommends twelve projects for a total of \$1,874,701 in TFCA County Program Manager Funds.

Discussion

As detailed in the attachment, the recommended program includes a total of \$1,874,701 of TFCA funding for twelve (12) projects. A primary consideration in the amount of TFCA funding recommended for each project is dependent upon the results of the required cost-effectiveness calculations.

Currently, the recommendation includes up to \$319,485 for the City of Oakland's Broadway Interconnect project. Staff continues to work with Oakland and Air District staff to collect information to confirm project eligibility and finalize cost-effectiveness assumptions for this project. Based on the result of the evaluation, adjustments may be required to the projects under the 30% Transit Discretionary share to account for an imbalance between the City/County and Transit shares.

The FY 2010/11 Expenditure Plan, which determines the amount of TFCA County Program Manager Funds that are available to program, was adopted by the Air District on June 2, 2010. The Air District's programming guidelines allow up to 6 months from the date of the Air District's approval of the Expenditure Plan to approve additional projects if a balance of funds remains. Any funds that remain unprogrammed by the ACTC as of December 2, 2010 will be returned to the Air District. In the event the Oakland Broadway Interconnect project is not eligible to use all or a portion of the \$319,485, staff will work to program any remaining TFCA balance to an eligible project prior to the December 2, 2010 deadline.

Next Steps

The CMA intends to distribute the funding agreements in August 2010.

Financial Impact

This programming action has no financial impact to the CMA. The TFCA funds included in this funding program are being made available by the Bay Area Air Quality Management District (Air District). Costs associated with the CMA's administration of the TFCA program are included in the current CMA budget.

Attachment

2010-2011 TFCA County Program Manager Fund - Draft Program

July 22, 2010
Agenda Item 10.2

70% City/County Share									
TFCA Project	Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Balance	TFCA Recommended	Cost Effectiveness	Comments
10ALA01	Alameda County	Fairmont Campus to BART Shuttle	Free shuttle service from Bayfair BART station to the Fairmont Campus (Alameda county Medical Center and Juvenile Justice Center) in San Leandro. Shuttle runs 6:30 am -7 pm M-F. Request is for 2nd year of service for TFCA project 09ALA02.	\$ 252,000	\$ 110,000	\$ 96,985	\$ 110,000	\$ 59,847	Substitute project. Initial project withdrawn.
10ALA02	ACCMA	I-80 Corridor Arterial Management	I-80 corridor arterial management on San Pablo Ave from Bay Bridge to Carquinez Bridge to reduce delays and congestion and enhance transit operations. The project intends to implement various Intelligent Transportation Systems (ITS) improvements, including Video Detection Systems on arterials (including queue detectors), Transit Signal Priority for Bus Rapid Transit extension, Variable Message Signs at major transit and parking facilities to display transit and parking information, upgraded signal control system and interconnection upgrades.	\$24,300,000	\$ 100,000	NA	\$ 100,000	\$ 62,256	
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	This project will improve arterial operations along two corridors: Paseo Padre Parkway and Auto Mall Parkway. Project will upgrade existing traffic signal system equipment and update existing traffic signal coordination plans for the weekday AM, Midday, and PM peak periods.	\$ 210,000	\$ 210,000	\$ 409,180	\$ 210,000	\$ 78,887 \$ 46,918	Project segments: Paseo Padre Auto Mall
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	Provide traffic coordination on Tennyson and Hesperian - critical regional routes through the City of Hayward. Upgrading existing controllers, closing the gap between the existing signal interconnect system.	\$ 562,000	\$ 562,000	\$ 377,014	\$ 528,000	\$ 44,898 - \$ 89,342	7 project segments. 3 segments require 2 year post project reporting.
10ALA05	Oakland	Broadway Interconnect Project	Project to install advanced signal management tools along the Broadway Corridor, such as fiber interconnect, controllers, traffic cameras, and detection equipment along Broadway from 5th St. to 27th St.	\$ 1,561,631	\$ 546,699		\$ 319,485	TBD	Additional info being collected to clarify CE calculations.
10ALA06	Oakland	Webster/Franklin Bikeway Project	Project to install bikeway striping on Webster St (14th St - 25th St) and Franklin St (14th St - 22nd St), connecting to the existing bikeway on Broadway. The project will also install bicycle way finding signage on Webster St (14th St - 25th St), Franklin St (14th St - 22nd St), and Broadway (22nd St - 41st St).	\$ 100,000	\$ 90,000	\$ 434,670	\$ 90,000	\$ 48,375	
10ALA07	Pleasanton	Pleasanton Trip Reduction Program	The project of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programming. The project also consists of monitoring efforts by conducting transportation surveys to gather data (Request is for one year).	\$ 186,000	\$ 52,000	\$ 49,698	\$ 52,000	\$ 49,033	
Subtotal				\$27,171,631	\$ 1,670,699	\$ 1,367,547	\$ 1,409,485		

2010-2011 TFCA County Program Manager Fund - Draft Program

July 22, 2010
Agenda Item 10.2

30% Transit Discretionary Share									
TFCA Project	Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Balance	Draft TFCA Recommended	Draft Cost Effectiveness	Comments
NA	AC Transit	Suburban Bus/Wi-Fi	Project to provide free wireless network access for passenger use on 30 new Suburban Transbay buses.	\$ 72,000	\$ 72,000		\$	\$	Project withdrawn by sponsor
NA	AC Transit	Real Time Bus Arrival Information	Providing Real Time Bus Arrival Information, and a related Marketing Campaign focusing on downtown Oakland/14th Street & Broadway, to provide "Real Time" information to potential bus transit riders, primarily targeting workers within this area.	\$ 85,000	\$ 50,000		\$	\$	Project withdrawn by sponsor
10ALA08	AC Transit (on behalf of TransForm)	TravelChoice-New Residents (TCNR)	Pilot program providing personalized outreach, exclusive transportation concierge service and website, and personalized information to 20,000 Alameda County residents over two years. TCNR will contact new residents at large urban/transit oriented developments in walkable, transit-rich areas to encourage new transit use, ridesharing, walking, bicycling, and other options to reduce single occupancy vehicle trips.	\$ 353,000	\$ 165,000		\$ 165,000	\$ 58,273	
10ALA09	LAVTA	Route 8 BART to Downtown Pleasanton	Local feeder bus providing service from the Dublin/Pleasanton BART Station to major employment centers in Downtown Pleasanton, including the Alameda County Fairgrounds (on Saturdays), the Four Points Sheraton, Courtyard Marriott, DMV, and Bernal Business Park (Request is for 1 year of operating funding).	\$ 387,441	\$ 96,860		\$ 96,860	\$ 49,956	
10ALA10	LAVTA	Route 9 BART/Hacienda Business Park Shuttle	Local feeder bus providing service to the Dublin/Pleasanton BART Station and major employment centers within the City of Pleasanton, including Hacienda Business Park, Alameda County Superior Court (Gale-Schenone Hall of Justice), Wal-Mart, Oracle and Carr America (Request is for 1 year of operating funding).	\$ 241,518	\$ 60,380		\$ 60,380	\$ 57,758	
10ALA11	LAVTA	Route 53 ACE Shuttle Service	Local feeder bus providing service to the Altamont Commuter Express (ACE) Pleasanton Station and major employment centers. Some of the notable centers include the Stoneridge Mall, Bernal Business Park and Hacienda Business Park (Request is for 2 years of operating funding).	\$ 282,710	\$ 70,677		\$ 70,677	\$ 56,147	
10ALA12	LAVTA	Route 54 ACE/BART Shuttle Service	Local feeder bus providing service to the Altamont Commuter Express (ACE) Pleasanton Station and the Dublin/Pleasanton BART Station (Request is for 2 years of operating funding).	\$ 289,196	\$ 72,299		\$ 72,299	\$ 18,151	
Subtotal				\$ 1,710,865	\$ 587,216	\$375,865	\$ 465,216		

Summary	Total Requested	TFCA Balance	Draft Recommended	Difference (Remaining Balance)
Total TFCA - 70%	\$ 1,670,699	\$ 1,498,836	\$ 1,409,485	\$ 89,351
Total TFCA - 30%	\$ 587,216	\$ 375,865	\$ 465,216	\$ (89,351)
Total TFCA Request	\$ 2,257,915	\$ 1,874,701	\$ 1,874,701	\$ -



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July 22, 2010
Agenda Item 10.3.1

Memorandum

DATE: July 12, 2010

TO: Alameda County Transportation Commission

FROM: ACCMA Plans and Programs Committee

RE: State Transportation Improvement Program (STIP) Amendment Request:
Transportation Enhancement (TE) funds for the LAVTA Rideo Bus Project

Action Requested

It is recommended that the Alameda County Transportation Commission (Alameda CTC) approve the programming of \$200,000 in STIP Transportation Enhancement (TE) funds for LAVTA's Rideo Bus Project.

Discussion

TE funds are to be used for transportation-related capital improvement projects that enhance quality of life, in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system. Rehabilitation of historic transportation facilities is one of the twelve categories eligible for TE funding.

LAVTA is requesting \$200,000 in TE funds to rehabilitate a 1960s-vintage historic coach that was one of the last buses operated by the City of Livermore's Rideo bus system prior to joining the Joint Exercise of Powers Agreement that formed LAVTA in 1985. The coach requires significant interior and exterior rehabilitation and refurbishment to restore its historic value, and also requires a comprehensive engine repair to make it operable. Once restored, the Rideo coach will be used in parades and static displays throughout the Tri-Valley area.

Attachment: LAVTA's TE fund request letter

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Livermore Amador Valley Transit Authority
June 29, 2010

Mr. Frank Furger
Alameda County CMA
1333 Broadway, Suite 220
Oakland, CA 94612

Dear Mr. Furger:

On behalf of the Livermore Amador Valley Transit Authority (LAVTA), I am writing to request the CMA's assistance in funding an historic rehabilitation project that is important to my Board of Directors. The project involves the restoration of one of the last Rideo buses that provided transit service to the City of Livermore's residents prior to the creation of LAVTA to serve the city as well as Dublin and Pleasanton. The bus is a 1980s-vintage bus which is the only known survivor from that era. Over the past twenty-five years, it has been sitting idle in storage in a LAVTA parking lot.

We have recently obtained some informal quotes for the restoration of the exterior, interior, and engine and these quotes amount to roughly \$200,000 - \$250,000. LAVTA has been unable to come up with these sums since our highest priority is to continue as much service as we can during this challenging economic period. Thus, we are seeking whatever grant sources may exist for a project of this nature.

Based on our conversation yesterday, it appears that there may be some funding in the CMA-managed Transportation Enhancements grants (TE) left over from FY10, and that historic rehabilitation of the bus may fit well with the criteria for TE funding.

Therefore, LAVTA is requesting that the CMA evaluate and hopefully respond positively to our request for TE funds so that we may restore this bus to its former glory. LAVTA envisions using this bus in community parades and in various static displays to remind the community of our past and how far we have come into the present. LAVTA will be celebrating its 25th Anniversary at the end of FY11, and the juxtaposition of the restored Rideo bus along side our new Rapid fleet would make for a great display.

Thank you for considering our request. If you have any questions, please do not hesitate to call me at 925-455-7564.

Sincerely,

Paul Matsuoka
Executive Director
LAVTA

Cc: Scott Haggerty, Chair, LAVTA Board
Marshall Kamena, Livermore Mayor and LAVTA Boardmember
Dennis Fay, Executive Director, CMA
Alix Bockelman and Kenneth Kao, MTC



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

July 22, 2010
Agenda Item 10.3.2

Memorandum

DATE: July 12, 2010
TO: Alameda County Transportation Commission
FROM: ACCMA Plans and Programs Committee
RE: State Transportation Improvement Program (STIP)
2010 STIP Update
BART Oakland Airport Connector (OAC) Project

Action Requested

It is recommended that the Alameda County Transportation Commission (Alameda CTC) approve the following amendments to the Alameda County 2010 STIP project list:

1. Reprogram \$10 million in STIP funds from the I-880 Safety and Operational Improvements at 23rd/29th project to the BART Oakland Airport Connector (OAC) project. The California Department of Transportation (Caltrans) has committed to programming \$10 million in State Highway Operation and Protection Program (SHOPP) funds to the I-880 Safety and Operational Improvements at 23rd/29th project to backfill the reprogrammed STIP funds.
2. Reprogram \$10 million in STIP funds from the I-880/Mission Blvd I/C project to the BART OAC project. CTC and Caltrans staff are open to programming Corridor Mobility Improvement Account (CMIA) funds to the I-880/Mission Blvd I/C project to backfill the reprogrammed STIP funds, however this programming action is not scheduled to take place until the fall and is subject to approval by the full CTC.

These actions results in a full funding plan for the BART OAC project, allowing BART to proceed with award of the project. The actions requested are consistent with the action taken by CTC at their July 1st meeting.

Discussion

Earlier this year, BART staff identified a funding shortfall for the OAC project. BART staff worked with the ACCMA and other local, regional and state transportation agencies to develop a funding strategy to close the funding shortfall. The proposed strategy includes amending Alameda STIP funding, with the amendments furthering a full funding plan for the project and award of the construction contract. The ACCMA was requested to accept alternative funding sources for the two affected projects in the Alameda STIP to facilitate the funding strategy. The STIP amendments include:

1. Reprogram \$10 million in STIP funds from the I-880 Safety and Operational Improvements at 23rd/29th project to the BART OAC project. Caltrans has committed to programming \$10 million in SHOPP funds to the I-880 Safety and Operational Improvements at 23rd/29th project to backfill the reprogrammed STIP funds. The SHOPP

funds would be new funds programmed to the I-880 Safety and Operational Improvements at 23rd/29th project. The I-880 Safety and Operational Improvements at 23rd/29th project is eligible to receive SHOPP funds.

2. Reprogram \$10 million in STIP funds from the I-880/Mission Blvd I/C project to the BART OAC project. CTC and Caltrans staff are open to programming CMIA funds to the I-880/Mission Blvd I/C project to backfill the reprogrammed STIP funds, however this programming action is not scheduled to take place until the fall and is subject to approval by the full CTC. The I-880/Mission Blvd I/C project is eligible to receive CMIA funds.

As with any funding revision, the mechanics of delivering a project will need to be adjusted to account for a new mix of funding. The specific delivery process is unique to each project based on the specific fund sources programmed to a project.

The revision of funds will not impact the overall budget of the I-880 Safety and Operational Improvements at 23rd/29th (Attachment A). The STIP funds will replace the SHOPP funds for the I-880 Safety and Operational Improvements at 23rd/29th project. CMA staff is adjusting the spread of the existing fund sources over the project phases to account for matching requirements across all the fund sources and year of availability. We have submitted a request to revise the TCIF Baseline agreement. We are also working with Caltrans to define the eligibility/process to use SHOPP funds for CMA selected construction support services.

CMIA funds are proposed to backfill the I-880/Mission Blvd I/C STIP funds (Attachment A). CMIA funds will not be available for programming to the project until fall 2010. Due to the timing of the two programming processes, the I-880/Mission Blvd I/C project funding plan will have a shortfall until a commitment of CMIA funds is made. The I-880/Mission Blvd I/C project will be required to submit material to request CMIA savings that are scheduled to be considered this fall as well as additional CMIA administrative tasks. CTC and Caltrans staffs are open to programming CMIA funds to the I-880/Mission Blvd I/C project to backfill the reprogrammed STIP funds. Caltrans believes the I-880/Mission I/C project is a strong candidate to receive CMIA funds from cost savings realized from awarded CMIA projects, and should fare well in the fall 2010 programming round.

BART staff has indicated that the proposed STIP amendments will provide a full funding plan for the BART OAC and the BART Board is scheduled to award the contract July 22, 2010. Detailed in Attachment B is the BART OAC project full funding plan developed by BART staff that will also be considered by the BART Board in July. The STIP amendments detailed above are included in the proposed full funding plan.

The actions requested are consistent with the action taken by CTC at their July 1st meeting.

Attachments

880 at 23rd/29th Project - STIP/SHOPP Summary of Revisions

Initial Programming

	STIP	SHOPP	TOTAL
880/23 rd /29 th Project	\$12,000		\$12,000
New Programming Capacity - Project TBD ²		\$10,000	\$10,000
TOTAL	\$12,000	\$10,000	\$22,000

With STIP Amendment Proposal ²

	STIP	SHOPP	TOTAL
880/23 rd /29 th Project	\$2,000	\$10,000	\$12,000
BART OAC	\$10,000		\$10,000
TOTAL	\$12,000	\$10,000	\$22,000

Notes

1. All dollars in 1,000s
2. Requires \$10 M of new SHOPP programming capacity

I-880/Mission Blvd I/C Project - STIP/CMIA Summary of Revisions

Initial Programming

	STIP	CMIA	TOTAL
I-880/Mission Blvd I/C Project	\$10,000		\$10,000
New Programming Capacity - Project TBD ²		\$10,000	\$10,000
TOTAL	\$10,000	\$10,000	\$20,000

With STIP Amendment Proposal ²

	STIP	CMIA	TOTAL
I-880/Mission Blvd I/C Project		\$10,000	\$10,000
BART OAC	\$10,000		\$10,000
TOTAL	\$10,000	\$10,000	\$20,000

Notes

1. All dollars in 1,000s
2. Requires \$10 M of new CMIA Programming Capacity, programming of additional CMIA capacity scheduled for Fall 2010

OAC Sources and Uses (\$ thousands)	
<u>Local</u>	
Alameda County Transportation Improvement Agency (ACTIA) Measure B	89.1
Port of Oakland [1]	29.3
Regional Measure 1 (1988 Bridge Toll)	31.0
Regional Measure 2 (2004 Bridge Toll)	115.2
SFO Reserves Account	10.0
Total Local	274.5
<u>State</u>	
State Transportation Improvement Program (STIP)	20.7
CMIA/RTIP Funding Exchange	10.0
SHOPP/RTIP Funding Exchange	10.0
MTC/State-Local Partnership Program (SLPP) Prop 1B	20.0
PTMISEA (Prop 1B)	12.8
High-Speed Passenger Train Bond	5.4
Total State	78.9
<u>Federal</u>	
Federal Transit Administration - Small Starts	25.0
Total Federal	25.0
Sub-total agency/public grant funding	378.4
Debt draws [2]	105.7
Total sources of funds	484.1

[1] \$16.1M of Port funding received during operations. Borrowing is increased to bridge this delay in funding.

[2] TIFIA interest expense is capitalized during construction and added to TIFIA loan balance

Project Update / Initial Alternatives



THE ALTAMONT CORRIDOR RAIL PROJECT

Summer 2010



U.S. Department
of Transportation
Federal Railroad
Administration



CALIFORNIA
High-Speed Rail Authority



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



Today's Presentation

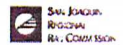
I. Project Update

- Project Inception
- SJRRC is Local Partner
- Altamont Corridor Partnership Working Group
- Goals and Objectives
- Corridor Location
- Scoping Process
- Identification of Initial Alternatives

II. Development of Alternatives

- Initial Alternatives

III. Next Steps





Project Inception

- ❖ The Authority is pursuing a “regional joint-use” project in Altamont Corridor with support from local and regional partners
- ❖ The project will serve a different Purpose and Need from the HST system serving the Northern California regional market
- ❖ Per Metropolitan Transportation Commission Regional Rail Plan, Altamont Corridor is a complement to both the regional network as well as the statewide HST network
- ❖ San Joaquin Regional Rail Commission is the local partner
- ❖ The FRA has agreed to serve as Lead Agency for the EIS



Regional Partner



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

- ❖ Operates Altamont Commuter Express (ACE)
- ✓ Signed MOU to partner with Authority
- ✓ Wants regional service
- ✓ Will provide local funds





Altamont Corridor Partnership Working Group

- ❖ Partners with the Authority
- ❖ Provides guidance on local issues



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



TRI-VALLEY REGIONAL RAIL
POLICY ADVISORY COMMITTEE



San Joaquin Regional Rail Commission / Altamont Commuter Express – Bay Area Rapid Transit District / BART
Capitol Corridor Joint Powers Authority – San Mateo County Transit District / Caltrain
Alameda County Congestion Management Agency – California Partnership for San Joaquin Valley
Metropolitan Transportation Commission – Sacramento Area Council of Governments
Stanislaus Council of Governments – Tri Valley Policy Advisory Committee





Key Goals and Objectives

- ❖ **Develop HST-compatible regional intercity passenger rail service linking Bay Area with northern San Joaquin Valley**
- ❖ **Provide dedicated corridor and trackage separate from UPRR where feasible**
- ❖ **Provide connectivity and accessibility to Oakland and Oakland International Airport**
- ❖ **Maximize intermodal connections with other rail services including BART**









Scoping Meetings

Meetings

- City of Livermore – November 10, 2009
- City of Stockton – November 12, 2009
- City of Fremont – November 17, 2009
- City of San Jose – November 18, 2009

Participation

- More than 200 participants
- More than 100 written comments

Summary of Comments Received

- ✓ Many comments in favor of project
- ✓ Some requested project be “fast-tracked”
- ✓ Interested in service to Sacramento and Merced via Altamont
- ✓ Some suggestions for “out of corridor” alternatives
- ✓ Agree with BART connection; possibly stopping at Livermore

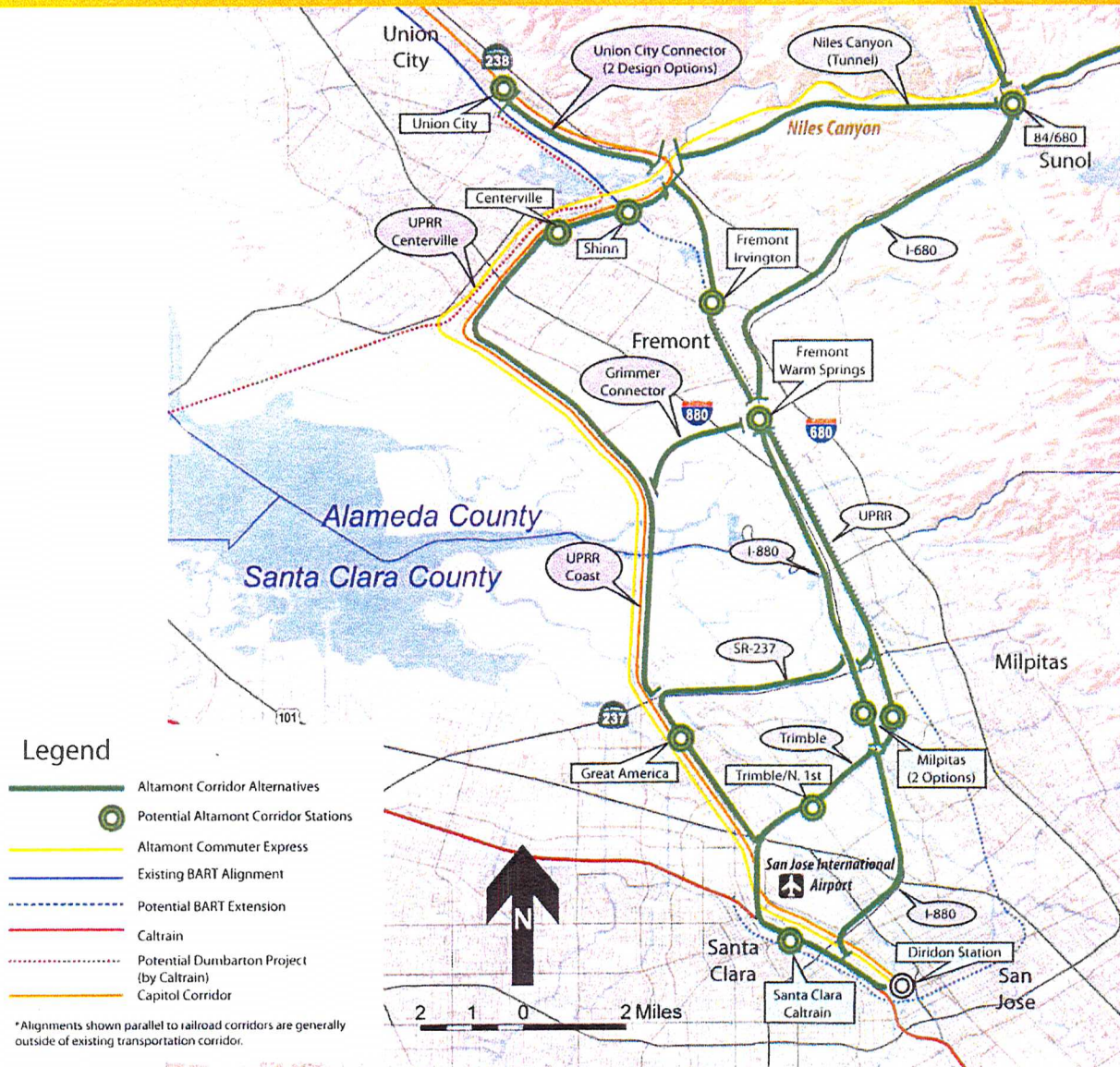


Identification of Initial Alternatives

- Project Team prepared Draft Scoping Report
- Project Team identified alignments and stations by area
(Bay Area / Tri Valley / San Joaquin Valley)
- Options reviewed with City/County &
Transportation Agency representatives in March
- Initial Alternatives presented to Working Group in April

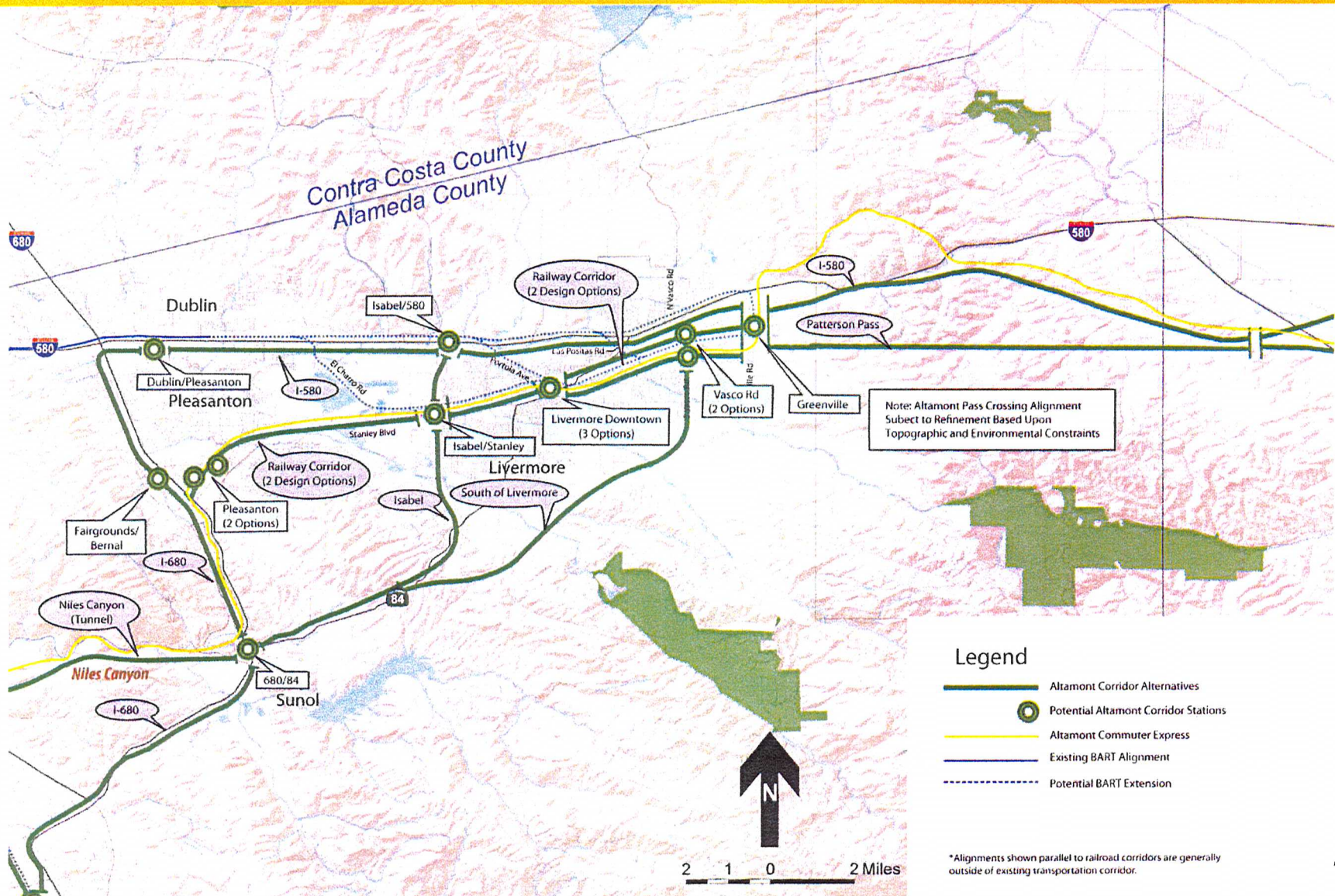


Initial Alternatives – Bay Area



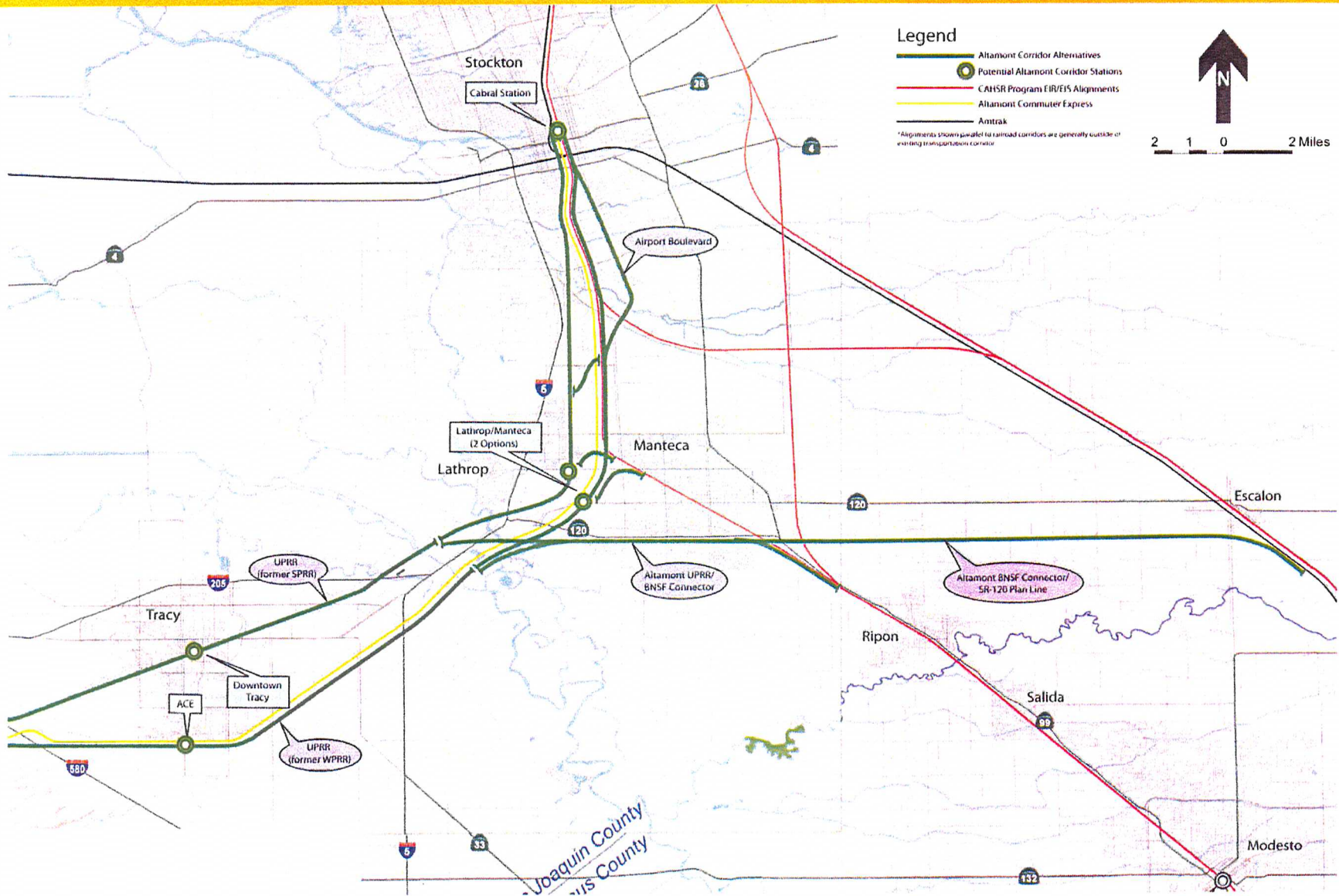


Initial Alternatives – Tri Valley





Initial Alternatives – San Joaquin Valley



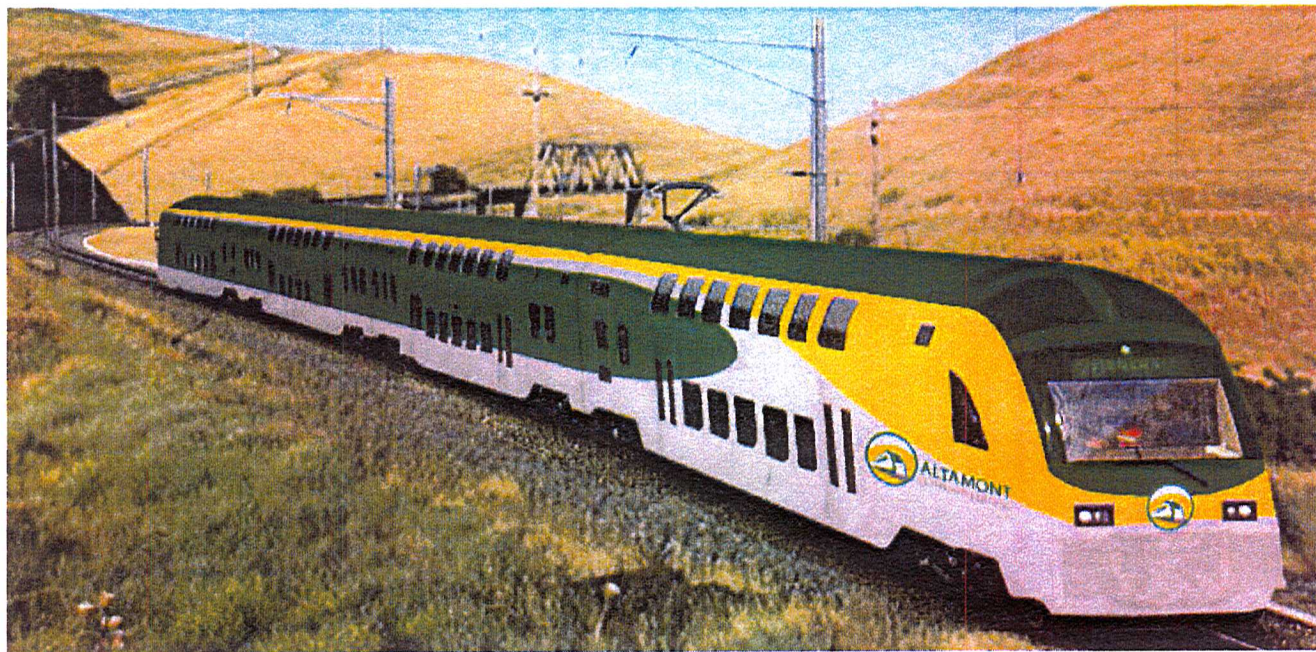


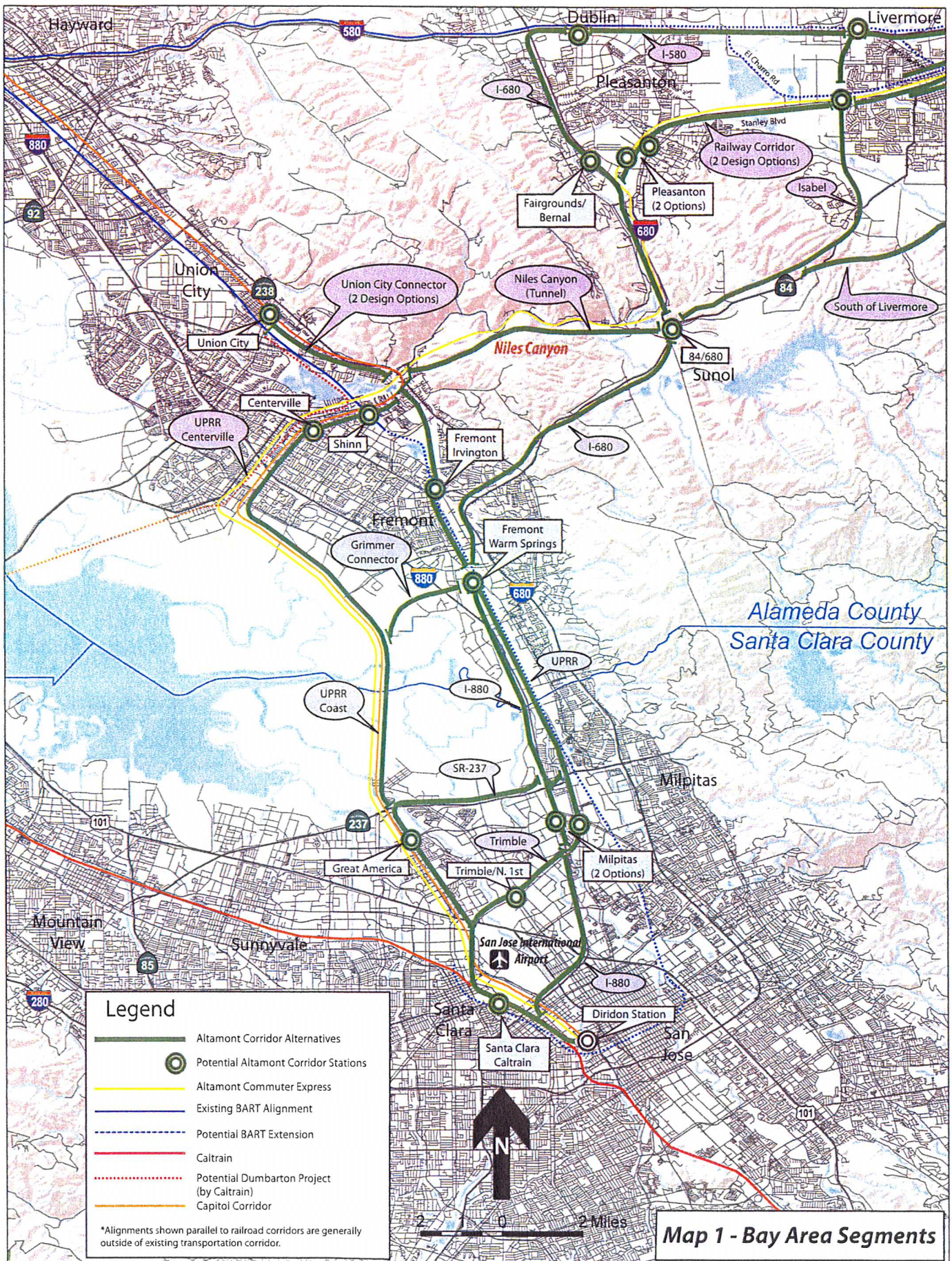
Next Steps (Next 6 Months)

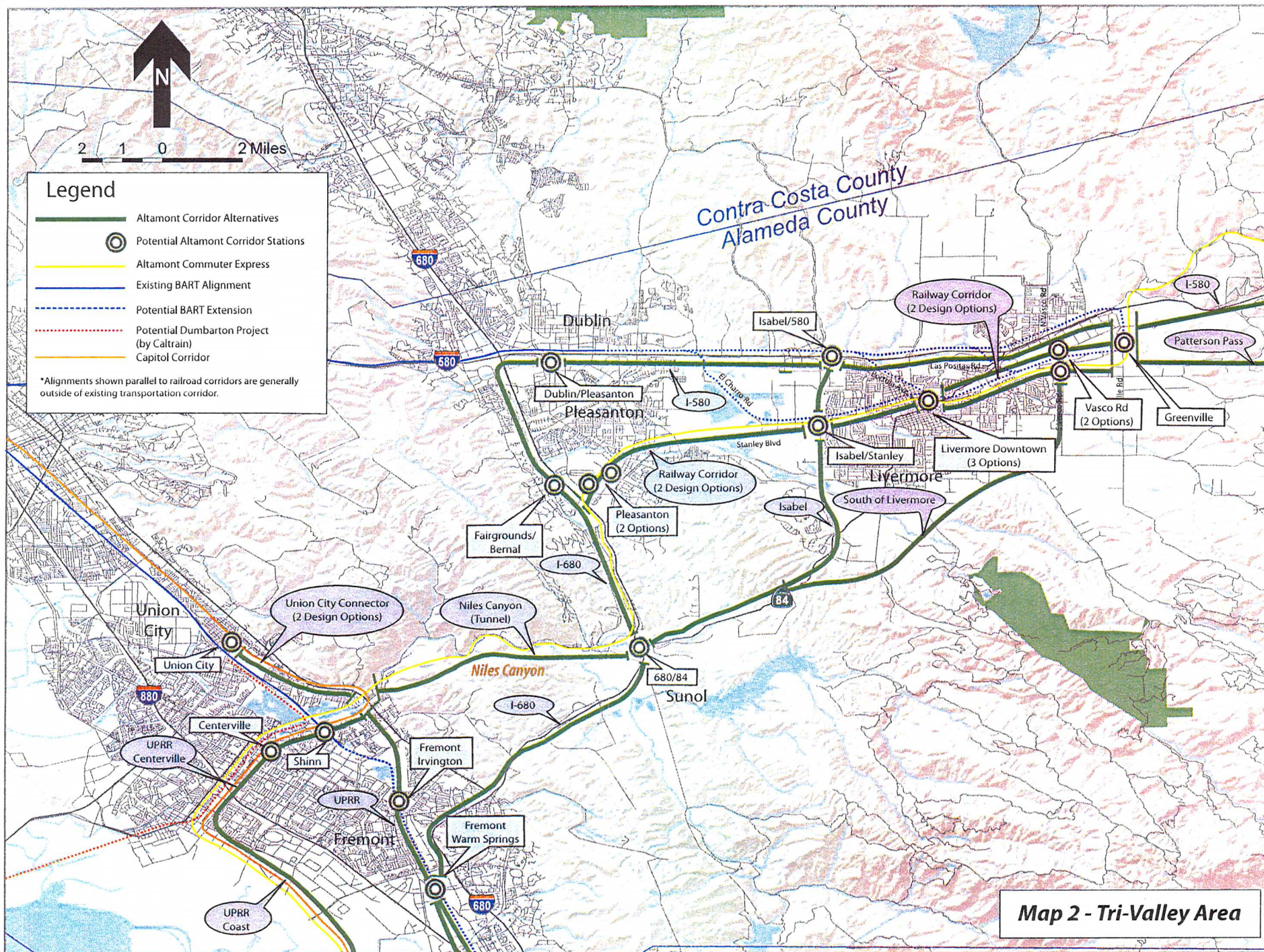
- ❖ Commence Alternatives Analysis
- ❖ Meet with Resource Agencies
- ❖ Work with Caltrans on state highway interfaces
- ❖ Work with Cities & Counties, Transportation Agencies on refinement of alignment & stations
- ❖ Prepare Preliminary Alternatives Analysis

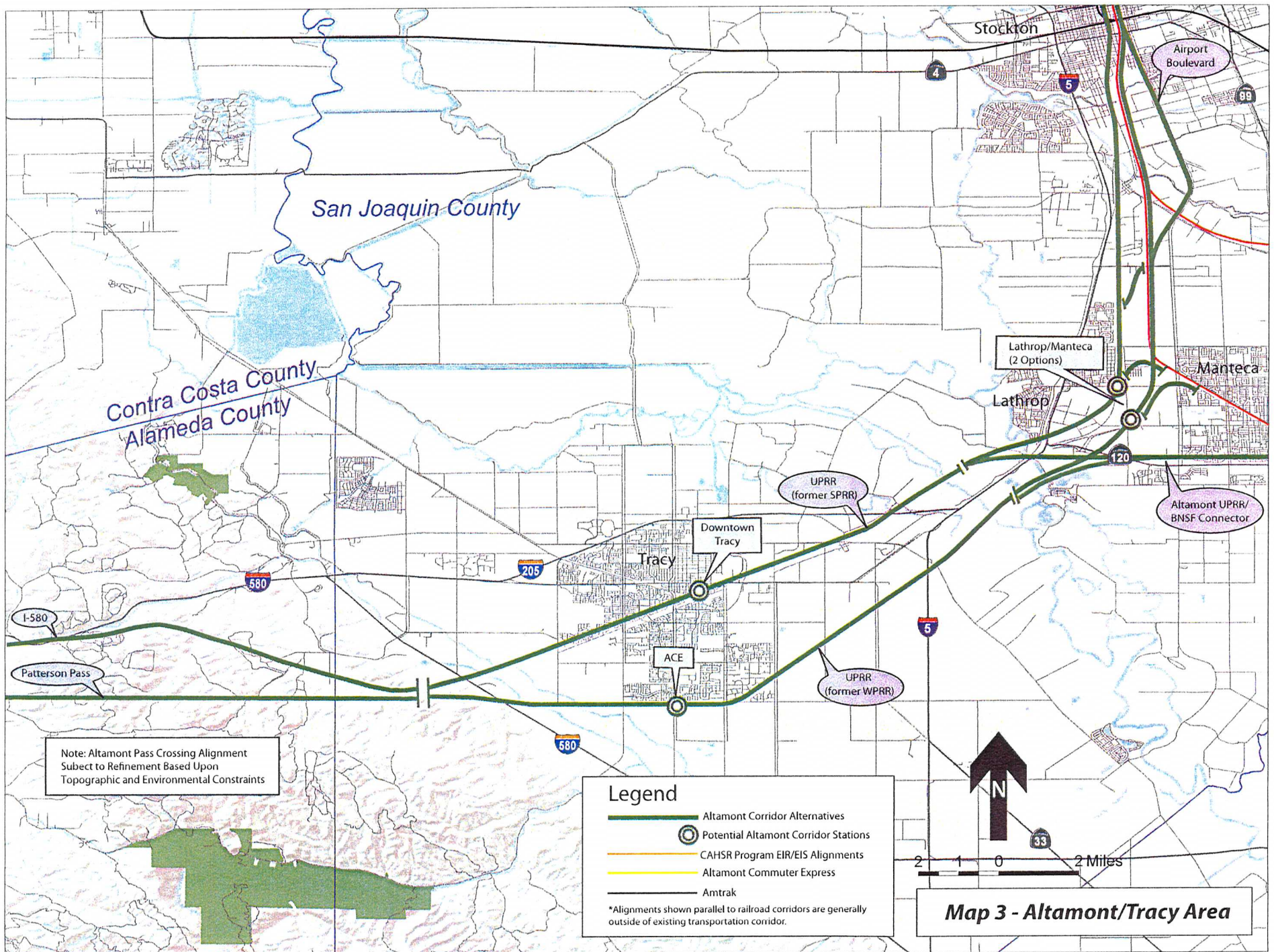


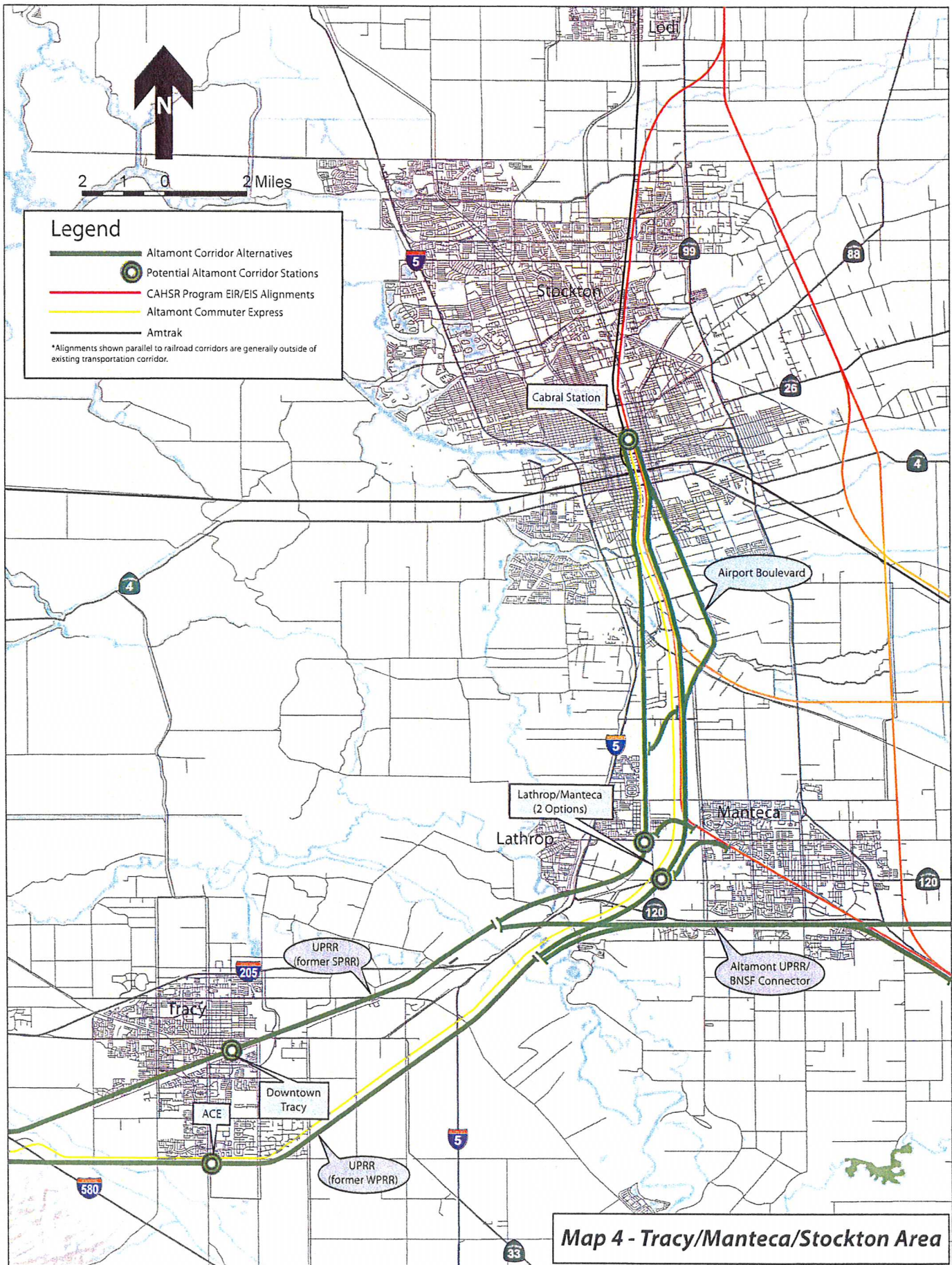
Questions & Answers











Map 4 - Tracy/Manteca/Stockton Area

