

BOARD MEETING NOTICE

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Alice Lai-Bitker
Scott Haggerty, Vice Chair
Gail Steele
Nate Miley
Keith Carson

City of Alameda
Mayor
Beverly Johnson

City of Albany
Vice Mayor
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Laurie Capitelli

City of Dublin
Mayor
Tim Sbranti

City of Emeryville
Mayor
Ruth Atkin

City of Fremont
Vice Mayor
Robert Wiecekowski

City of Hayward
Councilmember
Olden Henson

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
Vice Mayor
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green, Chair

Executive Director
Art Dao

**Thursday, October 28, 2010,
2:30 P.M.**
1333 Broadway, Suite 300
Oakland, California 94612
(see map on last page of agenda)

Chair: Mark Green
Vice Chair: Scott Haggerty
Executive Director: Arthur L. Dao
Interim Clerk of the Commission: Gladys V. Parmelee

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.alamedactc.org*

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Members of the public may address the Board during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard as part of that specific agenda item. Only matters within the Commission’s jurisdictions may be addressed. If you wish to comment make your desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

4. Chair/Vice-Chair’s Report

- 4A. Special Recognition and Resolutions:**
 - 4A.1 Alameda CTC Resolution No. 10-005 – Resolution of Appreciation for Dennis Fay – page 1**
 - 4A.2 Alameda CTC Resolution No. 10-006 – Resolution of Appreciation for Christine Monsen – page 3**

5. Approval of Consent Calendar I/A

- 5A. Minutes of September 23, 2010 - page 5**
- 5B. Review of Draft Conformity Findings: Congestion Management Program (CMP) 2010 – page 13**
- 5C. Approval of Executive Director Entering Into Agreement to Implement TOD/TAP Studies and Plans – page 17**

- 5D. Approval of Funding Assistance for the Alameda County Public Works Agency Stanley Boulevard Safety and Streetscape Project – page 19**
- 5E. Approval of Project Study Report/Project Initiation Document (PSR/PID) Priority List for Alameda County: Current and Projected Work Program – page 25**
- 5F. Approval of Programming of the FY 2010/11 TFCA Program Remaining Balance – page 35**
- 5G. Approval of TFCA Program Expenditure Deadline Extension Requests:**
 - 5G.1 BART – Electronic Bicycle Lockers, TFCA Projects 07ALA06 and 08ALA02 – page 39**
 - 5G.2 Alameda CTC – Webster Street Corridor Enhancements, TFCA Project 08ALA01 – page 45**
 - 5G.3 City of Berkeley – 9th Street Bicycle Boulevard, TFCA Project 08ALA03 – page 49**
- 5H. Approval of Monitoring Reports:**
 - 5H.1 State Transportation Improvement (STIP) Program At Risk Report – page 53**
 - 5H.2 Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report – page 59**
 - 5H.3 CMA Exchange Program Quarterly Status Report – page 73**
 - 5H.4 Transportation for Clean Air (TFCA) Program At Risk Report – page 77**
 - 5H.5 Transit Oriented Development Quarterly Progress Report, Transportation and Land Use Program – page 83**
- 5I. Authorization to Extend Four Measure B Grant Agreement End Dates – page 93**
- 5J. Acceptance of Semi-Annual Capital Projects Status Update – page 95**
- 5K. ACCMA Quarterly Financial Overview – page 113**
- 5L. Approval of ACCMA’s Quarterly SBE, LBE and DBE Report for the Period of July 2010 through September 30, 2010 – page 121**
- 5M. Approval of Interagency Agreement Regarding Reimbursement and Allocation of Costs Associated with the Joint Operation of the Alameda County Transportation Commission (Alameda CTC), the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (CMA) – page 129**
- 5N. Approval of Appointments to the Community Advisory Committees – page 131**

- 6. Community Advisory Committee Reports – (Time Limit: 3 minutes per speaker)**
 - 6A. Bicycle and Pedestrian Advisory Committee – Midori Tabata, Chair – page 143**
 - 6B. Citizens Advisory Committee – Barry Ferrier, Chair - page 145**
 - 6C. Citizens Watchdog Committee – James Paxson, Chair - page 147**
 - 6D. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair - page 149**
- 7. Planning, Policy and Legislation Committee Action Items**
 - 7A. Legislative Program Update - page 157**
 - 7B. Approval of Countywide Approach for Seeking Input on the Sustainable Communities Strategy – page 171**
 - 7C. Update on Alameda CTC Pass-through Fund Program and Grant Programs – page 185**
- 8. Programs and Projects Committee Action Items**

On consent calendar.
- 9. Finance and Administration Committee Action Items**
 - 9A. Approval of FY 2010-2011 Budget – First Quarter Update - page 221**
 - 9B. Approval of a Comprehensive Benefits Program for Transition and Future Employees of the Alameda County Transportation Commission – page 251**
- 10. Staff Reports (verbal)**
 - 10A. Update on I-680 Express Lanes – page 285**
- 11. Joint Meeting of ACTIA, ACCMA and Alameda CTC Boards**
 - 11A. Convene joint meeting of the Boards of the Alameda CTC, the Alameda County Congestion Management Agency (ACCMA), and the Alameda County Transportation Improvement Authority (ACTIA)**
 - 11B. Closed Session: Confer with legal counsel regarding personnel matters pursuant to Government Code §54957**
 - 11C. Report on Closed Session**
 - 11D. For both ACTIA and ACCMA: Consideration of Resolution of Intention to Approve an Amendment to Contract with CalPERS to Provide Section 20903 (Two Years Additional Service Credit) for Executive Director and Deputy Director – materials will be provided at the meeting**
- 12. Adjournment: Next Meeting - December 2, 2010 at 2:30 PM**

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

November Meeting Schedule: Some dates are tentative. Persons interested in attending should check dates with Alameda CTC staff.

Citizens Advisory Committee (CAC)	5:30 pm	No Meeting	1333 Broadway Suite300
Citizens Watchdog Committee (CWC)	6:30 pm	November 8, 2010	1333 Broadway Suite300
Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	November 2, 2010	1333 Broadway Suite 300
Planning, Policy and Legislation Committee (PPLC)	11:00 am	November 8, 2010	1333 Broadway Suite 300
I-680 Governing Board	9:30 am	November 8, 2010	1333 Broadway Suite 300
I-580 Policy Advisory Committee	9:45 am	November 8, 2010	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	November 8, 2010	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	November 8, 2010	1333 Broadway Suite 300
Bicycle and Pedestrian Advisory Committee	5:30 pm	No Meeting	1333 Broadway Suite300
Countywide Transportation Plan and Expenditure Plan Development Steering Committee	1:30 pm	No Meeting	1333 Broadway Suite 300
Paratransit Technical Advisory Committee	9:30 am	November 9, 2010	1333 Broadway Suite 300
Paratransit Advisory and Planning Committee	1:00 pm	November 22, 2010	1333 Broadway Suite 300
Alameda CTC Board Meeting		No Meeting this month. Next Meeting is on December 2, 2010	

Glossary of Acronyms

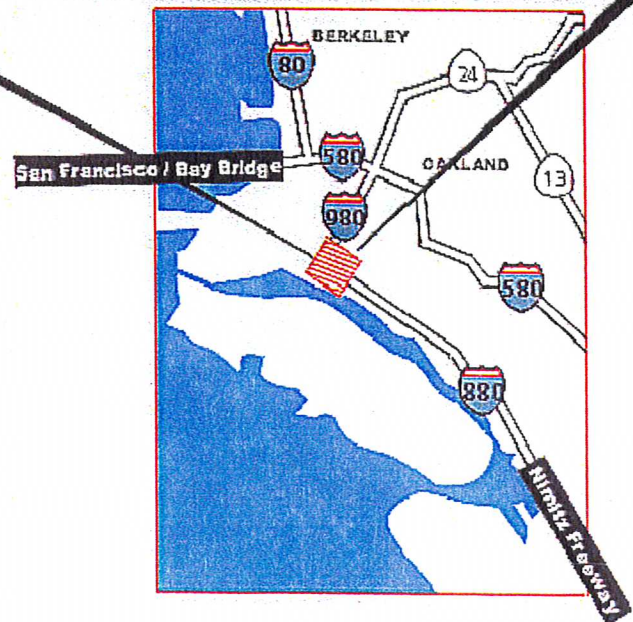
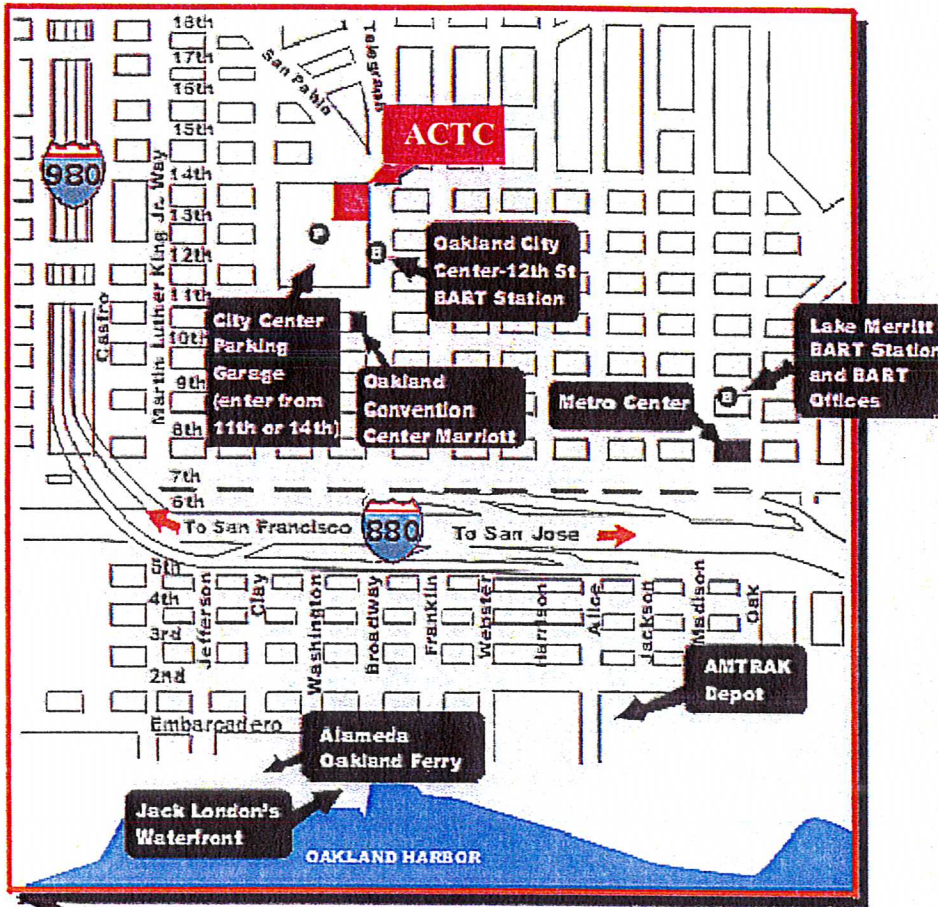
ABAG	Association of Bay Area Governments	MTS	Metropolitan Transportation System
ACCMA	Alameda County Congestion Management Agency	NEPA	National Environmental Policy Act
ACE	Altamont Commuter Express	NOP	Notice of Preparation
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	PCI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

ALAMEDA

County Transportation Commission

ACCOMMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org



Public Transportation Access

BART: City/Center 12th
Street Station

AC Transit:
Lines 1, 1R, 11, 12, 13, 14,
15, 18, 40, 51, 63, 72, 72M,
72R, 88, 314, 800, 801,
802, 805, 840

Auto Access

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

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 10-005**

**RESOLUTION OF APPRECIATION
DENNIS R. FAY**

WHEREAS, Dennis R. Fay served as Executive Director of the Alameda County Congestion Management Agency (ACCMA) from June 1991 to December 2010; and

WHEREAS, Mr. Fay has made lasting contributions to the field of transportation by having, among other things, developed and overseen the implementation of the first and every subsequent Congestion Management Program and the first and every subsequent Countywide Transportation Plans, which identifies and plan for over \$1 billion in transportation improvements in Alameda County over the next 25 years; and

WHEREAS, while pursuing the vision developed in the above Plans and in his capacity as Executive Director of the ACCMA, Mr. Fay:

- Secured over \$500 million in statewide bond funding for five projects in the I-80, I-580, and I-880 corridors;
- Programmed approximately \$1 billion in state, federal and local funds to transportation projects in Alameda County;
- Completed numerous studies that identified and implemented projects to relieve congestion including the San Pablo Avenue Corridor Transit Operations and Improvement Study; the I-680 Operational Improvement Study; the I-880 North Safety and Operations Study; the Alameda Countywide Truck Parking Feasibility Study; the SR 238 Local Area Transportation Improvement Program; the Tri Valley Triangle Study of I-580, I-680 and Route 84; and Community Based Transportation Plans throughout Alameda County;
- Participated in implementing improvements to manage congestion in the I-80, I-238, I-880, I-580, and I-680 corridors, including the HOV lane extension approaching the Dumbarton Bridge; the eastbound I-580 HOV lane and traffic management program; and the I-680 southbound Express Lane project, which is the first Express Lane in Northern California;
- Developed the initial SMART Corridors program including improvements on the International/Telegraph Rapid Bus Corridor, the San Pablo Corridor and the I-580 Corridor in the Livermore Valley;
- Led the effort in developing funding commitments of State Transportation Improvement Program funds for needed transit projects including the Oakland Airport Connector, the BART to Warm Springs extension, and bus projects for LAVTA and AC Transit; and transit enhancements in the Grand Avenue/MacArthur Boulevard corridor and for the Route 84/Ardenwood Boulevard park & ride;
- Sponsored and obtained approval for SB 83 and subsequently developed the first Expenditure Plan of a proposed Vehicle Registration Fee that is on the November 2, 2010 Alameda County Ballot;

WHEREAS, Mr. Fay has also served in a number of community service roles, and is currently serving as a member of the Citizen's Infrastructure Oversight Commission, City of Orinda, California; and

WHEREAS, Mr. Fay has served as a role model and mentor to his staff and has earned the respect and admiration of his peers through his hard work, dedication, vision, sense of humor and enthusiasm; and

WHEREAS, these abilities have benefited the traveling public in Alameda County; and

WHEREAS, after a distinguished career serving the ACCMA and the San Francisco Bay Area, Dennis Fay is embarking on new adventures and opportunities;

NOW, THEREFORE, BE IT RESOLVED, that the Alameda County Transportation Commission hereby express its appreciation and gratitude for your service and wishes you the best in your future endeavors.

Entered into this 28th day of October 2010 in Oakland, California.

SIGNED:

ATTEST:

Mark Green, Chair

Gladys V. Parmelee, Clerk of the Commission

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 10-006**

**RESOLUTION OF APPRECIATION
CHRISTINE MONSEN**

WHEREAS, Christine Monsen has served as Executive Director of the Alameda County Transportation Authority/Alameda County Transportation Improvement Authority (ACTA/ACTIA) from January 1998 to September 2010 and as ACTA Deputy Director for project development from February 1995 to January 1998; and

WHEREAS, Ms. Monsen has made lasting contributions to the field of transportation through her leadership in implementing the Alameda County sales tax measures by having, among other things, funded and delivered transportation projects and programs worth over \$5 billion that have enhanced mobility throughout Alameda County; and

WHEREAS, in her capacity as Executive Director of ACTA/ACTIA, Ms. Monsen:

- Completed delivery of \$1 billion of transportation investment generated by the original Measure B Half-Cent Sales Tax for Transportation including, among many projects, the first phase of the extension of BART to East County; the I-580/680 Interchange and Highway 13/24 Interchange Improvements, the Oakland Airport Roadway Improvements, and improvements to the I-880 corridor, including the I-880/Mission Boulevard Interchange; as well as transit and paratransit operating funds;
- Developed with broad public and agency involvement an Expenditure Plan for the reauthorization of the Half-Cent Sales Tax for Transportation in Alameda County, which passed in 2000 with an unprecedented 81.5 percent voter approval for the measure, and successfully created ACTIA to implement the reauthorized Measure B;
- Collected and implemented approximately \$100 million a year for projects and programs in Alameda County to deliver multi-modal transportation solutions, including increased funding for transit and local streets and roads, paratransit services, and new funding for bicycle and pedestrian projects and transit oriented development improvements;
- Continued strong agency and public involvement in the delivery of sales tax dollars and a strong local business contracting process for Measure B-funded contracts to keep local dollars within the County, including meeting local business contracting goals of 30% and 70% for local and small local businesses;
- Delivered in close partnership with sponsors, 95 percent of ACTIA's projects in half the time anticipated, which included projects such as the I-238 widening project, BART to Warm Springs Extension and the Oakland Airport Connector Project, and as a result began the development of a second reauthorization that is being developed in conjunction with the Countywide Transportation Plan and Regional Transportation Plan Update so that maximum leveraging of funds can be achieved for projects and programs to benefit the taxpayers of Alameda County;
- Sponsored and obtained approval of significant legislation from the California State Legislature including SB 509, AB 1462 and AB 1386 to create the SR 238 and SR 84 Local Alternative Transportation Improvement Programs, which resulted in keeping over \$300 million of

transportation investment in Central and Southern Alameda County, as well as AB 2032 which authorized the first set of High Occupancy Toll Lane projects in Northern California for a project included in the 2000 Expenditure Plan and which opened on September 20, 2010;

- Consistently led ACTIA in annual audits whereby no accounting concerns were identified and whose work was accepted each year by the independent public financial oversight committee, the Citizens Watchdog Committee;

WHEREAS, Ms. Monsen has been involved in statewide transportation efforts including serving on the Board of the California Transportation Foundation, a non-profit transportation organization supporting career development for transportation professionals, scholarships, and annual recognition of significant transportation projects in California, and as a past Moderator of the Self-Help Counties Coalition, a group of all Counties in the State of California with transportation sales tax programs; and

WHEREAS, Ms. Monsen has twice received the Women's Transportation Seminar San Francisco Chapter Member of the Year award, and in 1999 received the Chapter's Woman of the Year award; and in 1997 and 2010, under the leadership of Ms. Monsen, ACTA won the Chapter's Employer of the Year award and ACTIA won the Chapter's Rosa Parks Diversity Leadership award, respectively; and

WHEREAS, Ms. Monsen has also served in a number of community service roles, as a member of the Berkeley Transportation Commission and ACTA's Citizens Advisory Committee; and

WHEREAS, Ms. Monsen has served as a role model and mentor to her staff and has earned the respect and admiration of her peers through her hard work, dedication, vision, sense of humor and enthusiasm; and

WHEREAS, these abilities have benefited the traveling public in Alameda County; and

WHEREAS, after a distinguished career serving ACTA and ACTIA and the San Francisco Bay Area, Christine Monsen is embarking on new adventures and opportunities;

NOW, THEREFORE, BE IT RESOLVED, that the Alameda County Transportation Commission hereby expresses its appreciation and gratitude for your service and wishes you the best in your future endeavors.

Entered into this 28th day of October 2010 in Oakland, California.

SIGNED:

ATTEST:

Mark Green, Chair

Gladys V. Parmelee, Clerk of the Commission



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

ALAMEDA COUNTY TRANSPORTATION COMMISSION
 MINUTES OF SEPTEMBER 23, 2010
 OAKLAND, CALIFORNIA

Call to Order/Pledge of Allegiance

Roll Call

Parmelee conducted the roll call to confirm quorum. The roll call roster is attached.

Public Comment

There was no public comment.

Chair and Vice-Chair's Report

Chair Green stated that the I-580 Redwood Road Project ribbon cutting on September 20th was well attended by Alameda County officials. In addition he stated that he and Vice Chair Haggerty were interviewed by media at a press conference for the opening of the I-680 Express Lanes on September 16, 2010.

1. Approval of Consent Calendar

- A. Minutes of July 22, 2010
- B. Minutes, August 9, 2010
- C. Approval of the 2010 LOS Monitoring Study Draft Report
- D. Review of the I-80 Integrated Corridor System Management Plan (CSMP)
- E. Review of the I-880 Corridor System Management Plan (CSMP)
- F. Approval of Transportation and Land Use Program: Revised Priority Development Area (PDA) Reporting
- G. Review of Projects Proposed for the FY 2010/11 Transportation Funds for Clean Air (TFCA) Remaining Program Balance
- H. East 14th Street/Hesperian Boulevard/15th Street Intersection Improvements (ACTIA 19) – Approval of Amendment No. 2 to the Project Specific Funding Agreement with the City of San Leandro for Right-of-Way Support and Capital Phase
- I. I-680/I-880 Cross Connector Studies (ACTIA 22) – Approval of Amendment No. 3 to the Project Specific Funding Agreement with the Alameda County Congestion Management Agency for project scoping work
- J. Webster Street SMART Corridor – Approval of amendments to the funding agreements with the City of Alameda and the Metropolitan Transportation Commission (MTC) for the Webster Street SMART Corridor Project
- K. I-880 Southbound HOV Lane Widening Project – Approval of Resolution 10-004 Authorizing the Executive Director to Execute Contracts for I-880 Southbound HOV Lane Widening Project
- L. Update on Agency Insurance Coverage
- M. Professional Services Agreement with Management Partners (L10-003) – Approval of Amendment No. 1 to the Professional Services Agreement with Management Partners

(L10-003) for administrative assistance during the transition of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA) to the new Alameda County Transportation Commission (Alameda CTC)

- N. Approval of Consultant Team and Authorization to Negotiate and Execute a Contract for the Update of the Countywide Transportation Plan and Development of the Sales Tax Expenditure Plan Development
- O. Approval of appointments to the Community Advisory Committees
- P. Approval of ACTIA's Semi-Annual LBCE/SLBE Report for the Period January 1, 2010 through June 30, 2010

Councilmember Henson moved for the approval of the consent calendar; Councilmember Reid made a second. The motion passed 19-0.

2. Community Advisory Committee Reports

2A. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, BPAC Chair, stated that BPAC met on September 9th and discussed the Safe Routes to School (SR2S) BikeMobile Program. She said that they support projects that facilitate active transportation for the young and they believe this project will enhance the Safe Routes to School program. They voted to recommend that this project be sponsored by Alameda CTC but that alternative funding be looked at first. They are not thoroughly convinced that this is the most effective and cost-efficient way to deliver the services. She said that partnerships with local bike shops and outreach can enhance this program. On Measure B Bike and Pedestrian funding, she said that almost half a million dollars of these funds have been used as matching funds for SR2S. Although BPAC is fully committed to SR2S, they are concerned that all available Measure B bike and pedestrian funds will be used for SR2S alone. They asked staff to develop guidelines on how Bike and Pedestrian funds will be used.

2B. Citizens Advisory Committee (CAC)

Barry Ferrier, CAC Chair, was not present.

2C. Citizens Watchdog Committee (CWC)

James Paxon, CWC Chair, stated that CWC last met on July 12th. He said that their Annual Report on FY 2008/2009 also reports activities of the committee up to the present. He said that they would like to make sure that there is good information for the public and they fulfill their role as fiscal watchdog. He also said that they have formed ad hoc committees to investigate particular areas of interest. One Ad Hoc committee is looking at the accumulation of ACTIA funds by different cities, particularly the cities of Oakland and Fremont. They will be meeting with the staff of these cities to talk to them on the disposition of the funds and their long-term plans.

2D. Paratransit Advisory Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the Annual Mobility Workshop on July 30th was a great success. They discussed transportation funding issues and impacts, regional plan and initiatives, and prospects for improving mobility through planning and coordination. They hosted an Alameda County Working Session which generated great ideas for PAPCO's focus this fiscal year. PAPCO

met on September 20th and discussed their work plan for this year. Areas of interest include outreach, policy input, coordination, and fiduciary oversight. They held committee leadership training and discussed effective meeting behavior and techniques. She informed the Commission of the following vacancies in PAPCO: cities of Albany, Dublin, Newark, Piedmont and San Leandro.

3A. Legislative Program Update

Tess Lengyel recommended positions on the following ballot measures on the November ballot: (a) support Alameda County Measure F; (b) oppose Proposition 23; (c) support Proposition 25; and (d) oppose Proposition 26. Mayor Atkin requested staff to provide her and other Commissioners with information on vehicle registration fee measures by other counties in the region. Ms. Lengyel informed the Commission that starting next month staff will start developing the Alameda CTC legislative program. Staff will coordinate with all jurisdictions in preparing the legislative program.

A motion to approve staff recommendation was made by Supervisor Lai-Bitker; a second was made by Councilmember Kaplan. The motion passed 26-0.

4A. Approval of Alameda CTC Sponsorship for the SR2S Regional Application for the BikeMobile Project and Funding Strategy

Tess Lengyel recommended approval of Alameda CTC Resolution 10-003 accepting the public sponsor role for the Safe Routes to School Competitive Grant Application for the BikeMobile project, and to commit up to \$65,000 in matching funds for the \$500,000 request from the MTC SR2S competitive grant program. She discussed the issues raised by BPAC on this project. A motion to approve staff recommendation was made by Mayor Kamena; a second was made by Vice Mayor Javandel. The motion passed 27-0.

5A. Approval of Annual Investment Report (ACTIA)

Anees Azad recommended approval of ACTIA's FY 2009-10 Year-End Investment Report. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Director Blalock. The motion passed 27-0.

6A Closed Session: Confer with legal counsel regarding personnel matters pursuant to Government Code §54957.

Chair Green called a closed session at 3:11 p.m. The closed session ended at 3:22 pm.

6B. Report on Closed Session

Zack Wasserman stated there was nothing to report.

7. Staff Reports

Arthur Dao acknowledged Linda Adams for her twenty years of service to ACTIA. He also stated that a firm has been hired for the recruitment of the Finance Director position. He added that he is bringing in an independent financial consultant to conduct a financial assessment and facilitate the integration of ACTIA and CMA's financial systems. He also stated that he will present a business plan and the new organizational structure of the Alameda CTC to the Commission hopefully before the end of the year.

Frank Furger gave an update on the I-680 HOT lanes operation. He said that the facility opened on September 20th at 5:00 A.M. and it operated from 5:00 A.M. to 8:00 P.M. for carpools and toll customers. It is open to all from 8:00 P.M. to 5:00 A.M.. It is free for carpools. Tolls have ranged from \$1 to \$2.50 for the morning commute. Tolls have stayed at 30 cents each day from 11:00 A.M. to 8:00 P.M. for the last 4 days since the lane opened. He also reported on the total revenues generated in the first 4 days of operation.

Chair Green requested that similar updates be provided to the Commission for the next few months.

8. Member Reports

Director Harper stated that AC Transit voted to cut their weekend service across the county and that it will take effect starting in December 2010.

Chair Green invited the commissioners to the retirement party for Christine Monsen and Dennis Fay on October 8th. He also stated that a retirement party for ABAG's outgoing executive Director Henry Gardner will be held following the meeting.

9. Adjournment: Next Meeting - October 28, 2010 at 2:30 PM

Chair Green adjourned the meeting at 3:38 p.m. The next meeting is October 28, 2010.

Attest by:



Gladys V. Parmelee
Interim Clerk of the Commission

**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
ROSTER OF MEETING ATTENDANCE
September 23, 2010
1333 Broadway, Suite 300, Oakland, CA 94612**

COMMISSIONERS	Initials	ALTERNATES	Initials
Beverly Johnson – City of Alameda		Frank Matarrese – City of Alameda	
Scott Haggerty – County of Alameda, District 1		William Harrison – City of Fremont	
Gail Steele – County of Alameda, District 2	AS		
Alice Lai-Bitker – County of Alameda, District 3	ALB	Michael Gregory – City of San Leandro	
Nate Miley – County of Alameda, District 4			
Keith Carson – County of Alameda, District 5		Kriss Worthington	
Farid Javandel - City of Albany		Peggy Thomsen - City of Albany	
Laurie Capitelli – City of Berkeley		Kriss Worthington – City of Berkeley	
Tim Sbranti- City of Dublin		Kasie Hildenbrand - City of Dublin	
Ruth Atkin – City of Emeryville	RA	Kurt Brinkman – City of Emeryville	
Robert Wieckowski – City of Fremont	Raw	Robert Wasserman – City of Fremont	
Olden Henson – City of Hayward		Marvin Peixoto – City of Hayward	
Marshall Kamena – City of Livermore		Jeff Williams – City of Livermore	
Luis Freitas – City of Newark		Alberto Huezo – City of Newark	
Larry Reid – City of Oakland		Patricia Kernighan – City of Oakland	
Rebecca Kaplan – City of Oakland		Jane Brunner – City of Oakland	
John Chiang – City of Piedmont		Garrett Keating – City of Piedmont	
Jennifer Hosterman – City of Pleasanton		Cheryl Cook-Kallio – City of Pleasanton	
Joyce R. Starosciak – City of San Leandro		Tony Santos – City of San Leandro	
Greg Harper – AC Transit		Rocky Fernandez - AC Transit	
Thomas Blalock - BART		Robert Franklin - BART	
Mark Green, Chair – City of Union City		Carol Dutra-Vernaci – City of Union City	
LEGAL COUNSEL			
Zack Wasserman – WRBD			
Neal Parish – WRBD			
Geoffrey Gibbs - GLG	GTG		

STAFF	Initials	STAFF	Initials
Arthur L. Dao – Executive Director, Alameda CTC	<i>acd</i>	Dick Swanson - Director of Finance & Admin.	<i>AS</i>
Dennis R. Fay - Executive Director, CMA		Anees Azad – Manager of Finance & Admin.	
Christine Monsen – Executive Director, ACTIA	<i>CM</i>	Tess Lengyel – Programs & Public Affairs Mgr.	
Frank R. Furger - Chief Deputy Director	<i>FF</i>	Arun Goel – Associate Transportation Engineer	<i>AKG</i>
Gladys Parmelee – Executive Assistant & Board Secretary	<i>gmp</i>	Keonnis Taylor – Programs Coordinator	
Yvonne Chan – Accounting Manager	<i>YC</i>	Lei Lam – Senior Accountant	
Christina Muller –Administrative Manager	<i>CM</i>	Linda Adams – Executive Assistant	<i>LA</i>
Cyrus Minoofar - Manager of ITS	<i>CM</i>	Bijan Yarjani – Senior Transportation Engineer	
Matt Todd - Manager of Programming	<i>MT</i>	Steve Haas – Senior Transportation Engineer	
Ray Akkawi – Manager of Project Delivery	<i>RA</i>	John Hemiup – Senior Transportation Engineer	
Beth Walukas – Manager of Planning	<i>BW</i>	Vivek Bhat - Associate Transportation Engr.	<i>VB</i>
Saravana Suthanthira, Senior Transportaion. Planner	<i>SS</i>	Liz Brazil – Contracts Administrator	<i>LB</i>
Diane Stark, Senior Transportation Planner	<i>DS</i>	Jacki Taylor – Engineering Staff Assistant	<i>JT</i>

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
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2.	<i>Erik Alm</i>	<i>Caltrans DM</i>	<i>510-286-6053</i>	<i>ealm@dot.ca.gov</i>
3.	<i>Pat Massburg</i>	<i>Oak/Larry Reid</i>	<i>510-238-7513</i>	<i>pmassburg@oaklandnet.com</i>
4.	<i>Martene Robain</i>	<i>ACTIA LBCE</i>	<i>510 267 6122</i>	<i>certification@actia2022.com</i>
5.	<i>Joan Fisher</i>	<i>ACTIA/LLA</i>	<i>510 267 6133</i>	<i>rtreach@actia2022.com</i>
6.	<i>LAURA LUSTER</i>	<i>L.Luster-Assoe</i>	<i>510 282 7769</i>	<i>laural.lusterassociates.com</i>
7.	<i>Bernida Peregian</i>	<i>Merrinether & Williams</i>	<i>510-301-7085</i>	<i>bernida@merrinether.com</i>
8.	<i>Mike Tassano</i>	<i>City of Pleasanton</i>	<i>925 931-5670</i>	<i>MTASSANO@ci.pleasanton.ca.us</i>
9.	<i>James O'Brien</i>	<i>ACTIA-PCT</i>	<i>(510) 267-6106</i>	<i>james@advancepd.com</i> <i>safecycles@gmail.com</i>
10.	<i>Tommy Bensko</i>	<i>Cycles of Change</i>	<i>901-275-4188</i>	<i>safecycles@gmail.com</i>
11.	<i>James Carson</i>	<i>ACTIA-CWC</i>	<i>925-734-6500</i>	<i>james@hennrich.org</i>
12.	<i>Emil Vinoya</i>	<i>PTA, Inc.</i>	<i>415-977-0778</i>	<i>evinoya@pta10.com</i>

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16. Sylvia Stadnir	PAPCO	570-534-7038	
17. Mika Miyasato	HNTB	510-587-8677	mmiyasato@hntb.com
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www.AlamedaCTC.org

Memorandum

DATE: October 19, 2010
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: **Review of Draft Conformity Findings: Congestion Management Plan (CMP) 2010**

Recommendations:

It is recommended that the Commission review Attachment A detailing the conformity status with the Congestion Management Program (CMP).

Summary:

Local jurisdictions are required to comply with the CMP as follows:

- 1) (a) Tier 1 Land Use Analysis – submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;
- (b) Tier 2 Land Use Forecasts- review ABAG Projections by traffic analysis zones;
- 2) Traffic Demand Management (TDM) – Complete Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

Letters were sent to the jurisdictions requesting 1a) Tier 1 Land Use Analysis Program and 2) TDM Site Design Checklist by September 30, 2010, and 4) Deficiency Plan Progress Reports as required for those jurisdictions discussed below by October 8, 2010.

Final conformity findings will be presented to the Alameda CTC at its December 2, 2010 meeting.

Discussion:

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, there are four ongoing Deficiency Plans for 2010, for which jurisdictions are required to send progress reports:

- 1) SR 260 Posey Tube eastbound to I-880 northbound freeway connection City of Oakland
- 2) SR 185 northbound between 45th and 42nd Streets City of Oakland
- 3) I-580 Westbound between Center Street and I-238 Alameda County
- 4) Mowry Avenue City of Fremont

The progress reports and concurrence letters for all of the above Deficiency Plans have been received.

Attachment A is a summary table that demonstrates the status of conformity with the Alameda County Congestion Management Program.

Fiscal Impacts:

No fiscal impact.

Attachments:

Attachment A - 2010 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Table 1
2010 CMP CONFORMANCE

Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

Jurisdiction	Land Use Analysis Program			Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts				
Alameda County	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Alameda	Yes		Yes		Yes	Yes	
City of Albany	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Berkeley	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Dublin	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Newark	Yes		Yes		Yes	Yes	
City of Oakland	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Piedmont	Yes	Yes	Yes	Yes	Yes	NA	Yes
City of Pleasanton	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of San Leandro	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Union City	Yes		Yes		Yes	NA	

N/A indicates that the city is not responsible for any deficiency plan for the past fiscal year.

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Memorandum

DATE: October 15, 2010

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Approval of Executive Director Entering into Agreement to Implement TOD TAP Studies and Plans**

Recommendations:

It is recommended that the Commission approve the following actions in support of implementing the Transit Oriented Development Technical Assistance Program (TOD TAP):

- 1) authorize the Executive Director, or his Designee, to negotiate and execute all necessary agreements and contracts for the allocation and use of Transportation Expenditure Plan funds approved by the ACTIA Board, now Alameda CTC, on June 24, 2010 for the TOD TAP Program, and
- 2) enter into an agreement with consultants for amounts not to exceed a total of \$335,000 to complete Transit Oriented Development Technical Assistance Plan Studies and Plans.

Summary:

The TOD TAP Program was created in 2005 to provide jurisdictions technical assistance to complete studies and plans in a variety of topics that help advance Transit Oriented Development projects. An on-call consultant pool was established for the TOD TAP Program in 2008. The \$335,000 budget for Fiscal Years (FY) 2010/11 and FY 2011/12 is funded by the Alameda County Expenditure Plan and MTC's Transportation and Land Use Program..

Discussion:

In September 2005, a Transit Oriented Development Technical Assistance Program (TOD TAP) program based on recommendations from a countywide workshop, and a Task Force representing the county jurisdictions and transit operators was approved and created by the ACCMA Board, now Alameda CTC. The TOD TAP provides a pool of on-call consultants with technical expertise to overcome barriers to advancing TODs in Alameda County. The on-call consultant team was selected based on a Request for Qualifications (RFQ) issued in 2008. The assistance has been provided to jurisdictions with specific challenges at TOD sites. The studies also provide relevant information that is applicable to advancing other TOD sites in Alameda County. Completed studies and presentations are available for review on the ACCMA website.

The TOD TAP has been funded by MTC's Transportation and Land Use Program and ACTIA, now Alameda CTC. MTC funding is available through their Transportation and Land Use (T Plus) program, which provides funds to CMAs as part of their commitment to improve the integration of transportation and land use. The Transportation Expenditure Plan funds are available through the Transit Center Development Program of the 2000 Expenditure Plan. Such funds are designated for jurisdictions to use for studies, plans and programs that encourage residential and retail development near transit centers.

The ACTIA Board, now Alameda CTC, approved \$300,000 for the TOD TAP budget for Fiscal Years 2010/11 through FY 2011/12 at their meeting on June 24, 2010. Available T Plus funds from MTC are estimated at \$35,000 for this purpose for the same time period.

TOD TAP studies undertaken to date have included analyzing and recommending stormwater and parking alternatives at the Coliseum BART station; investigating the opportunity for shared parking opportunities at MacArthur BART, Oakland; conducting a multi-modal access study at San Leandro BART (underway); and conducting community outreach and education for BART to Livermore. The studies and presentations are available for review on the ACCMA website.

The programs were initially established to focus on eight TOD sites that were identified in the 2004 Countywide Transportation Plan (CWTP): MacArthur, Coliseum, West Oakland, San Leandro, Union City, Dublin/Pleasanton, Ashby/Ed Roberts, and Warm Springs. Eligible sites have been expanded to include 35 Priority Development Areas (PDAs) in Alameda County, which are included in the 2008 CWTP.

In July 2010, jurisdictions were asked to submit applications for TOD TAP studies and plans. To date, two jurisdictions have submitted applications—Oakland requested assistance in outreach to focus priorities and needs in their PDAs and Hayward submitted an application to conduct a parking study at the South Hayward TOD. Applications are being accepted from jurisdictions on an ongoing basis within the available funding for the TOD TAP Program.

Fiscal Impacts:

No fiscal impact.



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Memorandum

DATE: October 19, 2010
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: **Approval of Funding Assistance for the Alameda County Public Works Agency Stanley Boulevard Safety and Streetscape Project**

Recommendations:

It is recommended that the Commission approve the proposed strategy to assist the County of Alameda Public Works Agency (County PWA) with an identified shortfall of \$3.582 million for the Stanley Boulevard Safety and Streetscape Project (Project). The strategy is a combination of new funding for the project and a loan with deferred payments.

Summary/Background:

The County PWA awarded the Project on July 27, 2010. The engineers estimate for the Project and the funds identified by the County PWA to fund the Project are \$11 million. The low bid received was \$14.532 million. A shortfall of \$3.582 million has been identified. The County PWA has requested assistance from the Alameda CTC to address the \$3.582 million shortfall.

The Project will construct roadway improvements on Stanley Boulevard between the Cities of Pleasanton and Livermore. The improvements will include items such as bike lanes, curbs and gutters, median reconstruction, traffic signal modifications, pathway construction, landscaping, streetscape, and underground utilities.

Staff proposes to assist the County PWA with the identified shortfall of \$3.582 million. The assistance would include:

Additional funding for Project	\$1.500 million
Loan	<u>\$2.082 million</u>
TOTAL	\$3.582 million

The County PWA staff also identified a need for \$1.453 million for contingency and possible supplemental work. The aforementioned funding plan addresses the funding shortfall for the base Project contract. The County PWA will be responsible for identifying any additional funding required for supplemental work and/or contingency needs for the project.

The County PWA has partnered with the ACCMA in the past in fund exchange arrangements as well as CMA TIP programming. The CMA Exchange (revenue side) and CMA TIP (project funding side) programs were established to provide local funding to projects, or phases of projects, which would be subject to delay and/or significant cost impacts if more restrictive regional, state or federal funds were used in lieu of local funding.

The County PWA committed to provide local funds in exchange for federal funds for the Vasco Road Improvements project(s). The exchange provided the County PWA with \$9.35 million of federal STP funds in return for \$8.728 million of local funds. Commitments have been made by the CMA Board, through the CMA TIP program, to other projects within Alameda County based on the receipt of these funds. The payment of the funds from the County PWA to the ACTC has not been initiated and an executed exchange agreement is pending. Attachment B provides additional information on the history of the initial exchange in 2008.

Based on the existing exchange commitment between the ACTC and the County PWA, staff proposes the following strategy to provide assistance to the County PWA with the identified shortfall of \$3.582 million.

STEP 1: Additional funding for Project: \$1.5 million

- The County PWA received \$9.35 million in federal funds as part of an exchange arrangement.
 - The County PWA agreed to pay the ACTC local funds in the amount of \$8.728 million through the exchange arrangement
- Staff recommends the County PWA receive \$1.5 million in relief from repayment of exchange funds to ACTC, resulting in the repayment being reduced from \$8.728 million to \$7.228 million and therefore providing the proposed additional funding to the County PWA.

STEP 2: Loan: \$2.082 million

- The remainder to the funding assistance is proposed through the deferment of exchange payments due to the ACTC.
 - The County PWA is required to pay the ACTC \$7.228 million (see STEP 1 above).
 - Staff recommends that repayment of \$2.082 million (of the \$7.228 million) be paid to the ACTC on a deferred basis as follows:
 - \$250K per year for 5 years
 - First payment due June 30, 2011 and last payment June 30, 2015
 - Assumed Present Value of \$1.128 million (at 3.5%)
 - \$1.135M with the final annual payment
 - Payment due June 30, 2015
 - Assumed Present Value of \$.954 million (at 3.5%)
 - The County PWA will be required to pay the remainder of the modified exchange commitment of \$5.146 M (\$7.228 million less \$2.082 million) based on the terms of a standard exchange agreement.

- The standard exchange agreement bases repayment on the timing of the reimbursement of the federal funds. In effect the repayment is based on project schedule.

The proposed strategy is contingent on the execution of all the Exchange Agreement(s) formalizing the above assumptions.

Fiscal Impacts:

The proposed funding arrangement would reduce the amount of funds anticipated from a CMA Exchange with County PWA, and effectively reduce the programming capacity by the amount of \$1.5 million. The proposed funding arrangement will also defer the receipt of funds by the ACTC used to fund CMA TIP commitments. The CMA TIP program can accommodate the proposed revisions to the program assumptions.

Attachments:

- Attachment A – Letter Requesting Funding Assistance from Alameda County Public Works Agency
- Attachment B - Alameda CTC - County PWA Vasco Road Project Fund Exchange Summary

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**COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY**
399 Elmhurst Street • Hayward, CA 94544-1307
(510) 670-5480

August 31, 2010

Dennis Fay
Executive Director
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

Dear Mr. Fay:

Subject: Funding Request for the Stanley Boulevard Safety Project

This letter is to request the reallocation of \$5.73 million in CMA TIP funds to the Stanley Boulevard Safety Improvement Project. Specifically, I am requesting relief from repayment of the exchanged federal funds that were allocated for the Vasco Road Safety Improvement Project.

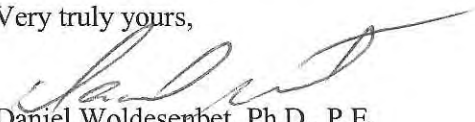
With the completion of Phase I of the Vasco Road Safety Improvement Project and the commitment made to deliver the Stanley Boulevard Safety Project, another regionally significant project in eastern Alameda County, the Public Works Agency had to reallocate the \$5.73 million of exchange funds to the Stanley Boulevard project. If required to reimburse the Alameda County Congestion Management Agency (ACCMA) \$5.73 million for the exchanged federal monies with the Metropolitan Transportation Commission (MTC), Stanley Boulevard would be underfunded. Therefore, I am requesting ACCMA to allocate the \$5.73 million to the Stanley Boulevard Project, a qualifying project for the funds.

Stanley Boulevard, carrying approximately 30,000 vpd, functions as a regionally significant arterial roadway which would qualify for both STP and STIP funding. The project will improve safety for all users, provide pedestrian, bicycle, and transit facilities, extend the life of the existing infrastructure, and include extensive landscaping treatments which will enhance air and water quality. The pedestrian and bicycle improvements along the portions of Stanley Boulevard within the Cities of Livermore and Pleasanton are discontinuous along the County's portion – the project will provide the needed continuity of facilities.

The timing and readiness of the Vasco Road project provided an opportunity to exchange federal funds for CMA TIP funds. The use of CMA TIP funding for Stanley Boulevard would be an ideal application of the ACCMA local funds, primarily to advance project delivery for locally sponsored projects.

I would appreciate your support for the reallocation of the \$5.73 million in CMA TIP monies to the Stanley Boulevard project. If you have any questions, please contact me at (510) 670-5455.

Very truly yours,



Daniel Woldesenbet, Ph.D., P.E.
Director of Public Works

AC:pr

Alameda County Transportation Commission (Alameda CTC)-Alameda County Public Works Agency (County PWA) Vasco Road Project Fund Exchange Summary

The exchange for the subject project was approved by the CMA Board in January 2008.

The County PWA committed to exchange local funds for federal funds for the Vasco Road Improvements project(s). The exchange provided the County PWA with \$9.35 million of federal STP funds in return for \$8.728 million of local funds to be paid to the ACTC by County PWA. Commitments have been made by the CMA Board, through the CMA TIP program, based on the receipt of these funds. The payment of the funds from the County PWA to the ACTC has not been initiated.

Key projects/factors/issues that played a role in the exchange included:

- The region (through MTC) had committed a sizable amount of federal CMAQ funds to Golden Gate Bridge related projects. The Golden Gate Bridge project scope was not eligible for federal CMAQ funds. MTC was pursuing fund exchange opportunities to convert the federal CMAQ funds to STIP funds.
- The CMA had a combination of federal STP funds and STIP funds programmed to CMIA projects on I-80, I-580 and I-880. Federal STP funds are eligible for more project types than federal CMAQ funds. These projects were also eligible to use federal CMAQ.
- The County PWA was the sponsor of the Vasco Road Safety project, with a funding package that included over \$9 million in local funds. The local funds included funding from the County PWA sources as well as local funding from partner agencies in Contra Costa County, which would not be available prior to the project's scheduled construction. This project was eligible for federal STP funds.
- The exchange allowed for the adjustment of funds between projects and better matching the project scopes to fund sources.
- As a result of the exchange:
 - The I-80, 580 HOV Lane, and I-880 HOV Lane Projects have advanced with federal CMAQ and local funds in place of federal STP or STIP funds
 - The Vasco Road Safety Project has advanced with federal STP funds in place of local funds
 - The County PWA has started project construction using federal funds, but not yet paid any local funds to the ACTC (through the exchange).
 - The federal STP funds have provided funding prior to all local funds being available from Contra Costa County.
 - The County PWA received more federal funds than they are required to pay back (through the exchange agreement).
 - The local funds provided through the subject exchange have been committed to advance other projects.
 - The Golden Gate Bridge project, which accepted \$12 million of STIP funds, has not received a CTC vote yet.



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Memorandum

DATE: October 12, 2010

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Project Study Report / Project Initiation Document (PSR / PID) Priority List for Alameda County: Current and Projected Work Program**

Recommendations:

It is recommended that the Commission approve the current FY 2010/11 PSR / PID Workplan and the 3-year look ahead PSR / PID priority list for Alameda County (FY 2011/12, 2012/13 and 2013/14).

Summary:

Caltrans has requested the Alameda CTC to provide updates to the current FY 2010/11 PSR / PID Workplan and the 3-year look ahead PSR / PID priority list for Alameda County (FY 2011/12, 2012/13 and 2013/14). At the September 2010 meeting, ACTAC members were requested to provide updates to the attached lists and complete fact sheets for projects listed in FY 2010/11.

Background:

A Project Study Report / Project Initiation Document (PSR / PID) is a document that details a scope, cost and schedule of a proposed project and is required to be completed prior to receiving programming in the STIP. Caltrans may act as the lead agency or provide quality assurance / oversight services for projects wherein local agencies act as the lead agency.

Caltrans has requested the Alameda CTC to provide updates to the current FY 2010/11 PSR / PID Workplan and the 3-year look ahead PSR / PID priority list for Alameda County (FY 2011/12, 2012/13 and 2013/14). At the September meeting, ACTAC members were requested to provide updates to the current and 3-year look ahead workplans and complete fact sheets for projects listed in FY 2010/11.

A final list will be transmitted to Caltrans upon approval of the Commission.

Attachments:

- Attachment A - FY 2010/11 PSR / PID Workplan
- Attachment B - 3-year look ahead PSR / PID list (FY 2011/12, 2012/13 and 2013/14)
- Attachment C - Fact Sheet Template

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Alameda County - NonSHOPP Project Initiation Documents (PID)

FY 2010/11

Office of
Projects/Plan
Coordination

Ref No.	(1) LEAD or QA?	(3) County	(4) Route	(5) Begin Postmile	(6) End Postmile	(8) Improvement Description	(9) Location	(13) Project Cost with Support (\$M)	(16) Estimated PID Completion Date (Month/Year)	(20) Type of PID	(21) Type of Environmental Document	(35) PID Initiation Date (Month/Day/Year)	(36) Work Program Status (HQ edited)	Project Sponsor	(43) District/OPPC Comments
1	QA	ALA	080	6.3	6.8	Roundabout	Gilman St I/C in Berkeley	9.0	12/2011	PSR	TBD	3/4/2004	Carryover	ACCMA	Local fund RTP No 21144
2	QA	ALA	880	23	23.3	I/C reconstruction	Marina Blvd in San Leandro	32.5	12/2010	PSR	ND/FONSI	2/18/2009	Carryover	City of San Leandro and ACCMA	Local fund RTP No 230066
3	QA	ALA	580	R8.3	R21.4	Crack and seat, and AC overlay	On WB from 0.06 mile west of Greenville Road UC in Livermore to 0.21 mile west of San Ramon Road/Foothill Road OC in Pleasanton	45.1	08/2010	PSSR	CE	5/26/2010	Carryover	Caltrans	
4	QA	ALA	880 260	31.1 0.0	32.4 2.0	Modify access ramps	Washington, Market, Martin Luther King and Posey/Webster Tubes in	106.0	10/2010	PSR	EIR/EIS	1/16/2009	Carryover	City of Oakland ACTIA	Local fund RTP No. 98207
5	QA	ALA	185	TBD	TBD	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C	9.0	04/2011	PSR	CE	4/1/2009	New	Alameda County Redev. Agency	Local fund
6	QA	ALA	262	0.0	1.1	I-680 I/C improvement, Rt 262 roadway improvement, and Rt 262/Warm Springs Blvd Intersection improvement	Rte 262 (Mission Blvd) between I-680 and I-880 in Fremont	10.0	06/2011	PSR	EIR	11/1/2010	New	City of Fremont and ACCMA	RTP No 94030

Alameda County - NonSHOPP Project Initiation Documents (PID)

FY 2010/11

Office of
Projects/Plan
Coordination

Ref No.	(1) LEAD or QA?	(3) County	(4) Route	(5) Begin Postmile	(6) End Postmile	(8) Improvement Description	(9) Location	(13) Project Cost with Support (\$M)	(16) Estimated PID Completion Date (Month/Year)	(20) Type of PID	(21) Type of Environmental Document	(35) PID Initiation Date (Month/Day/Year)	(36) Work Program Status (HQ edited)	Project Sponsor	(43) District/OPPC Comments
7	QA	ALA	580	34.8	35.3	Operational Improvements at EB I-580 106th Ave Off-ramp	I-580 @ 106th Ave Off-ramp	10.0	2011	PSR	TBD	1/1/2011	New	Caltrans/ ACCMA/ Oakland	F und by local
8	QA	ALA	580	TBD	TBD	Castro Valley Local Area Traffic Circulation Imps	Strobridge/Castro Valley	5.0	2011	PEER/ PSR	CE	1/1/2011	New	Alameda County	RTP No 22777 Local Fund
9	QA	ALA	580	Var	Var	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	32.5	2011	SEMP	CE/CE	10/1/2010	New	Caltrans/ ACCMA	RTP No 230091 F und by LATIP
10	QA	ALA	580	R8.3	21.4	Convert I-580 WB HOV Lane to Express (HOT) Lane	WB from west of Greenville in Livermore to west of Foothill/San Ramon in Pleasanton	19.8	2011	PSR	IS/EA	12/1/2010	New	ACCMA	RTP No. 230665
11	QA	ALA	185	3.6	3.9	Intersection Improvements: Adding lane, signal modification	E. 14th St/Hesperian Blvd, and E. 14th St/150th Ave	3.1	Mar-11	TBD	TBD	10/1/2010	New	City of San Leandro and ACTIA	RTP No. 21451

**ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14**

Office of

Ref. No.	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Project Sponsor	
Proposed FY 11/12 PID Work Plan																		
1	QA	ALA	84	TBD	TBD	Widening for auxiliary lanes, HOV/HOT lane.	Widen SR-84 from Pigeon Pass to I-680. SB I-680 aux lane from SR-84 to Andrade. NB I-680 HOV/HOT lane from Alameda Creek to SR 84	TBD	TBD	TBD	TBD	TBD	TBD	RTP No. 230244	TBD	2011/12	ACCMA	
2	QA	ALA	92	TBD	TBD	Industrial Blvd I/C reconstruction	Hayward	6.0	TBD	2014	PSR	ND/ FONSI	2016	N	SR - 238 LATIP	2011/12	Hayward	
3	QA	ALA	92	TBD	TBD	Clawiter I/C modification	Hayward	52.0	TBD	2014	PSR	ND/ FONSI	2016	RTP No. 21093	SR - 238 LATIP	2011/12	Hayward	
4	QA	ALA	880	TBD	TBD	Industrial Parkway West I/C	Hayward	41.0	TBD	2012	PSR	ND/ FONSI	2016	No. 230053 &	SR - 238 LATIP	2011/12	Hayward/ ACCMA	
5	QA	ALA	680	TBD	TBD	Construct HOV/HOT lane and auxiliary lanes on northbound I-680 between Santa Clara County line and SR-84	Fremont	TBD	TBD	TBD	TBD	TBD	TBD	RTP No. 230099	TBD	2011/12	Caltrans	
6	QA	ALA	580	39.9	TBD	Construct Noise Barrier along I-580 between 98th Ave. and Foothill Blvd.	Between 98th Ave. and Foothill Blvd.	TBD	TBD	TBD	NBSSR	TBD	TBD	RTP No. 98208	STIP	2011/12	Caltrans/ ACCMA/ Oakland	
7	QA	ALA	580	39.8	39.9	Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	Between MacArthur Blvd. and Kingsland Place	TBD	TBD	TBD	NBSSR	TBD	TBD	RTP No. 98208	STIP	2011/12	Caltrans/ ACCMA/ Oakland	

ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14



Ref. No.	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Project Sponsor	
Proposed FY 11/12 PID Work Plan (continued)																		
8	QA	ALA	80	3.5	4.0	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	1.8	TBD	FY 11/12	PEER	PEAR	TBD	RTP No. 230108	Local	2011/12	Emeryville	
9	QA	ALA	185	1.2	3.7	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits	TBD	TBD	FY 11/12	PSR	TBD	TBD	N	Local	2011/12	Alameda County Public Works Agency	
10	QA	ALA	880 238 84,9 2	Var	Var	Improve mobility	Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92.	TBD	TBD	FY 11/12	TBD	TBD	TBD	RTP No. 21002	SR-84 LATIP	2011/12	TBD	
11	QA	ALA	238	10.5	11.1	Operational Improvements & Safety	SR-238(Mission Blvd Improvements in the vicinity of the EWC Project)	TBD	TBD	FY 11/12	TBD	TBD	TBD	RTP No. 21002	SR-84 LATIP	2011/12	TBD	
12	QA	ALA	880	17.6	18.3	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	32.5	TBD	FY 11/12	PSR	TBD	TBD	RTP No. 230052	SR-238 LATIP	2011/12	Caltrans/ ACCMA	
13	QA	ALA	880	13.7	14.5	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	19.5	TBD	FY 11/12	PSR	TBD	TBD	RTP No. 230054	SR-238 LATIP	2011/12	Caltrans/ ACCMA	

**ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14**



Ref. No.	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Project Sponsor	
Proposed FY 12/13 PID Work Plan																		
1	QA	ALA	84	17.3	17.3	New roundabout	Intersection Niles Cayon Rd/Paloma Way and Pleasanton-Sunol Rd	1.1	TBD	TBD	PSR	ND/ FONSI	TBD	N	TBD	2012/13	Alameda County Public Works Agency	
2	QA	ALA	580	9.7	9.7	I/C modification	Vasco Rd I/C in Livermore	55.0	TBD	TBD	PSR	ND/ FONSI	TBD	RTP No.	TBD	2012/13	City of Livermore	
3	QA	ALA	880	TBD	TBD	Winton I/C reconstruction	Winton Ave. Hayward	25.0	TBD	2015	PSR	ND/ FONSI	2017	N	SR - 238 LATIP	2012/13	Hayward	
4	QA	ALA	880	TBD	TBD	I-880 / Whipple Road Interchange	Union City	13.5	TBD	2015	PSR	ND/ FONSI	2017	N	SR - 238 LATIP	2012/13	Union City	
5	QA	ALA	880	TBD	TBD	Extend NB HOV lanes from Hacienda to north of Washington and north of Washington to Hegenberger	San Leandro & Ala County	155.0	TBD	2014	PSR	ND/ FONSI	2018	RTP No. 230088	SR - 238 LATIP	2012/13	Caltrans/ ACCMA	
6	QA	ALA	238	TBD	TBD	Widen connector to NB 880	San Leandro	31.0	TBD	2015	PSR	ND/ FONSI	2018	RTP No. 230088	SR - 238 LATIP	2012/13	Caltrans/ ACCMA	
7	QA	ALA	880	TBD	TBD	Washington to Lewelling I/C reconstruction	San Leandro	31.0	TBD	2015	PSR	ND/ FONSI	2018	RTP No. 230088	SR - 238 LATIP	2012/13	Caltrans/ ACCMA	

**ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14**



Ref. No.	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Project Sponsor	
Proposed FY 13/14 PID Work Plan																		
1	QA	ALA	880	18.0	18.6	West A St. I/C reconstruction	West A Street, Hayward	27.0	TBD	2014	PSR	ND/ FONSI	2018	RTP No. 230047	SR - 238 LATIP	2013/14	Caltrans/ ACCMA	
2	QA	ALA	680	TBD	TBD	SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between Alcosta and SR-84	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	ACCMA
3	QA	ALA	680	TBD	TBD	NB HOV/HOT lane from SR-84 to Alcosta Blvd.	I-680 between Alcosta and SR-84	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	ACCMA
4	QA	ALA	880	TBD	TBD	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont Newark Union City	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	Caltrans
5	LEAD	ALA	580	TBD	TBD	Construct Noise Barrier along I-580 between 108th Ave and MacArthur Blvd in San Leandro / Oakland	Between 108th Ave and MacArthur Blvd	TBD	TBD	2013	NBSSR	TBD	TBD	RTP No. 98208	STIP	2013/14	Caltrans/ ACCMA/ San Leandro	
6	QA	ALA	580	TBD	TBD	Ramp modifications Strobridge/Castro Valley I/C	Strobridge/Castro Valley	21.0	TBD	2014	PSR	ND/ FONSI	TBD	N	SR-238 LATIP	2013/14	Alameda County Public Works Agency	

FACT SHEET

The purpose of this Fact Sheet is to obtain the necessary information that will assist the Department in determining the scope of oversight or lead work to be performed by the Department and in developing an estimation of necessary resources and schedule to complete the PID. The more data provided, the better the Department can fulfill this goal. Thank for your assistance.

Project priority:

Project EA:

Project Location – Please include the following applicable information:

- **Route(s)**
- **Postmiles**
- **County**
- **City**
- **Name of streets at overcrossings, undercrossings, intersections, etc that are locations of improvements or at the limits of the improvements.**

Project Description – Please include the following applicable information:

- **Basic project description**
- **Description of structures work**
- **Number of highway lanes impacted**
- **Description of any auxiliary lanes to be included in project**
- **Description of any HOV lanes to be included in project**
- **Description of highway traffic directions impacted**
- **Description of any anticipated nonstandard design features**
- **Description of ramp impacts**
- **Describe extent of State right of way impacts**

Project Purpose and Need:

Sponsoring Agency and Congestion Management Agency:

Fund Sources and fund amounts identified:

Project Capital Cost (estimated current year):

Type of PID:

Type of Environmental Document:

Tentative Schedule:

- PID start date
- PID Approval date
- Begin PA&ED
- Complete PA&ED
- Begin PS&E
- Complete PS&E
- Begin Construction

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ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: October 14, 2010

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Programming of the FY 2010/11 Transportation Fund for Clean Air (TFCA) Remaining Program Balance**

Recommendations:

It is recommended that the Commission approve the programming of a remaining balance in the FY 2010/11 TFCA program of \$319,485. Three projects are recommended for funding as shown in the attached summary. The proposed scenario is contingent on the approval of funding by MTC for the Bike Mobile project and approval of Measure B Bicycle and Pedestrian Countywide Discretionary Funding for the local match.

Summary:

The Board is requested to approve the programming of a remaining balance in the FY 2010/11 TFCA program of \$319,485 to three projects (in Hayward, Oakland and San Leandro). The required TFCA cost-effectiveness evaluation for these projects has been completed. The FY 2010/11 TFCA program was originally approved by the Alameda CTC on July 22, 2010. Since that time a project proposed to receive \$319,485 was determined to be ineligible for TFCA funding and new projects were submitted for consideration.

Background:

The remaining balance in the FY 2010/11 TFCA program needs to be programmed by December 6, 2010 or it will be reclaimed by the Air District. The attached recommendation includes \$86,000 for signal timing on Winton Ave in Hayward and \$166,880 for Oakland's Broadway Shuttle. The recommendation also includes \$66,605 in funding for the San Leandro LINKS shuttle, proposed as part of a funding exchange to allow the local match for the Bike Mobile project that is proposed for funding through MTC's Safe Routes to School Creative Grants program to come from Measure B funds. The proposed scenario is contingent on the approval of funding by MTC for the Bike Mobile project and approval of Measure B Bicycle and Pedestrian Countywide Discretionary Funding for the local match.

Fiscal Impacts:

The TFCA program is funded through revenues received from the Air District. The proposed TFCA programming does not affect the Alameda CTC Budget.

Attachments:

Attachment A: TFCA programming recommendation

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FY 2010-2011 TFCA County Program Manager Fund

Staff Recommendation for the Remaining Unprogrammed Balance									
Projects recommended for funding:									
TFCA Project	Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	Current TFCA Share	TFCA Recommended	Draft Cost Effectiveness	Comments
10ALA13	San Leandro	San Leandro LINKS Shuttle	Partial funding of one year of LINKS shuttle operations for FY 10/11, providing M-F peak commute period service from the San Leandro BART Station to the industrial area west of I-880.	\$ 339,920	\$ 66,605	\$ 42,280	\$ 66,605	\$ 28,466	Exchange to facilitate Bike Mobile project funding.
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization, Phase 2	Provide traffic coordination on Winton Ave (Southland-Clawiter). Upgrading existing controllers and closing the gap between the existing signal interconnect system.	\$ 316,000	\$ 86,000	\$ (150,986)	\$ 86,000	\$ 89,427	Not recommending funding for the proposed Industrial Parkway segment. The proposed Tennyson and Clawiter segments are not eligible for funding.
10ALA05	Oakland	Broadway Shuttle	One year of operations for expanded service of the shuttle on Broadway between Grand Ave and Jack London Square. The shuttle is provided free of charge to all users.	\$ 333,760	\$ 166,880	\$ 344,670	\$ 166,880	\$ 108,371	Regional TFCA project. Recommending one year of the two years requested. Cost Effectiveness threshold for pilot shuttle projects is \$125,000/ton.
Total				\$ 989,680	\$ 319,485		\$ 319,485		

Total 2010/11 TFCA funding available	\$ 1,874,701
Amount programmed to date	\$ 1,555,216
TFCA remaining balance	\$ 319,485
Programming recommendation	\$ 319,485
Difference	\$ -

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www.AlamedaCTC.org

Memorandum

DATE: October 14, 2010

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request: BART Electronic Bicycle Lockers, TFCA Projects 07ALA06 and 08ALA02**

Recommendations:

It is recommended that the Commission approve the request by BART for a one-year extension to the expenditure deadline for TFCA projects 07ALA06 and 08ALA02, Electronic Bicycle Lockers. An approval of this request would extend the expenditure deadline for these projects from December 22, 2010 to December 22, 2011.

Summary:

BART is requesting that the expenditure deadline for TFCA projects 07ALA06 and 08ALA02 be extended from December 22, 2010 to December 22, 2011. Per the CMA's agreements with the Air District for the 2007/08 and 2008/09 TFCA Programs, TFCA county program managers are allowed to approve up to two one-year extensions for each project. A third extension request would require written approval from the Air District. This is the first extension request for project 08ALA02 and the second request for project 07ALA06. The extension request letters for both projects are attached.

Background:

For 07ALA06, the CMA programmed \$275,405 in TFCA funding to the BART– Electronic Bicycle Locker Project through the 2007/2008 TFCA Program. 07ALA06 is a multi-jurisdiction project to install approximately 116 shared use electronic bicycle lockers at various locations throughout the BART system within Alameda County. A one-year extension to the expenditure deadline was previously approved for 07ALA06 by the CMA Board in December 2009. For 08ALA02, the CMA programmed \$66,500 in TFCA funding through the 2008/09 TFCA Program for the installation of 20 Electronic Bike Lockers at the Castro Valley BART Station.

In the attached extension request letters, for both projects which are being delivered together, the project sponsor cites continued delays regarding the review by BART's legal and procurement departments of the "Indefinite Quantities" contract for the procurement of the bike lockers. The procurement contract is currently scheduled to be awarded in November 2010 and both projects are scheduled to be completed by October 2011.

Per the CMA's agreements with the Air District for the 2007/08 and 2008/09 TFCA Programs, TFCA program managers are allowed to approve up to two one-year extensions for each project. A third extension request would require written approval from the Air District. This is the first extension request for 08ALA02 and the second request for project 07ALA06, so the requests can be granted without approval or review by the Air District. The extension requests are being presented to the Alameda CTC Board, since Alameda CTC is now responsible for the Alameda County TFCA program.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A - BART Extension Request Letter for TFCA Project 07ALA06

Attachment B - BART Extension Request Letter for TFCA Project 08ALA02



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2010

September 16, 2010

James Fang
PRESIDENT

Bob Franklin
VICE PRESIDENT

Dorothy W. Dugger
GENERAL MANAGER

Mr. Matt Todd
Manager of Programming
Alameda County Congestion Management Agency
1333 Broadway, Suite 220, Oakland, CA 94612

**Re: Request to Extend Expenditure Deadline for Funding Agreement
#07ALA06 to December 22, 2011**

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Bob Franklin
3RD DISTRICT

Carola Ward Allen
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Lynette Sweet
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Matt
Dear ~~Mr. Todd~~:

This letter constitutes a request from the San Francisco Bay Area Rapid Transit District (BART) to extend the expenditure deadline for ACCMA/TFCA Grant #07ALA06 "BART Electronic Bike Locker Project" from December 22, 2010 to December 22, 2011.

Project Information and Status:

The Project has not changed in scope. The Contract Book was issued in July and a pre-bid meeting held on July 27, 2010. Bids were originally schedule to be opened on August 10, 2010. The bid date has been extended to October 2, 2010.

There are currently two pre-bid protests and a question of Intellectual Property Rights in the final stages of review by Procurement, Insurance and Legal. Five addenda have been issued to date and a sixth is pending.

Reason for project delay:

This project is part of a larger system-wide project for new shared use lockers which is being funded through many regional and local grants. As the funding becomes available, BART is bundling the projects to make the procurement more efficient and economical.

The procurement will be handled with an Indefinite Quantities Contract which will allow BART to easily add more lockers as funding becomes available without going out to bid. Because this type of contract is less common, it has required additional review time at BART's Procurement and Legal Departments.

New Federal Procurement Regulations have required BART to revise our BID documents and caused delay. Also, BART Procurement and Legal Departments have been inundated with Title VI issues which are District-wide and extremely urgent and critical.

As a result of these delays, BART will not be able to meet the current expenditure deadline of December 22, 2010 for Funding Agreement #07ALA06. The requested time extension to December 22, 2011 will provide BART with the additional time needed to expend project funding to complete the project, submit final reports and final invoice.

Projected Schedule

1. Preparation of specifications and initial contract documents	Completed
2. Procurement review	Completed
3. Legal & Insurance review/approval	Completed
4. Contract Book issue	Completed
5. Advertise Bid	Completed
6. Board Approval/Award	Nov. 2010
7. Notice to Proceed	Dec. 2010
8. Prototype	Apr. 2011
9. Installation of first group	June 2011
10. Final Report	Oct. 2011

If you have any questions, please contact me at (510) 464-6121, e-mail <alee@bart.gov> or Steve Beroldo at (510) 464-6158, e-mail <sberold@bart.gov>. Thank you for your cooperation and continued support for enhancing bicycle access to transit.

Sincerely,



Alan Lee
BART Capital Development

Cc: Steve Beroldo
Laura Timothy
Pen Perez
Jacki Taylor



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2010

September 16, 2010

James Fang
PRESIDENT

Bob Franklin
VICE PRESIDENT

Dorothy W. Dugger
GENERAL MANAGER

Mr. Matt Todd
Manager of Programming
Alameda County Congestion Management Agency
1333 Broadway, Suite 220, Oakland, CA 94612

**Re: Request to Extend Expenditure Deadline for Funding Agreement
#08ALA02 to December 22, 2011**

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Bob Franklin
3RD DISTRICT

Carole Ward Allen
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Lynette Sweet
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Matt

Dear Mr. ~~Todd~~:

This letter constitutes a request from the San Francisco Bay Area Rapid Transit District (BART) to extend the expenditure deadline for ACCMA/TFCA Grant #08ALA02 "BART Electronic Bike Locker Project" from December 22, 2010 to December 22, 2011.

Project Information and Status:

The Project has not changed in scope. The Contract Book was issued in July and a pre-bid meeting held on July 27, 2010. Bids were originally schedule to be opened on August 10, 2010. The bid date has been extended to October 2, 2010.

There are currently two pre-bid protests and a question of Intellectual Property Rights in the final stages of review by Procurement, Insurance and Legal. Five addenda have been issued to date and a sixth is pending.

Reason for project delay:

This project is part of a larger system-wide project for new shared use lockers which is being funded through many regional and local grants. As the funding becomes available, BART is bundling the projects to make the procurement more efficient and economical.

The procurement will be handled with an Indefinite Quantities Contract which will allow BART to easily add more lockers as funding becomes available without going out to bid. Because this type of contract is less common, it has required additional review time at BART's Procurement and Legal Departments.

New Federal Procurement Regulations have required BART to revise our BID documents and caused delay. Also, BART Procurement and Legal Departments have been inundated with Title VI issues which are District-wide and extremely urgent and critical.

As a result of these delays, BART will not be able to meet the current expenditure deadline of December 22, 2010 for Funding Agreement #08ALA02. The requested time extension to December 22, 2011 will provide BART with the additional time needed to expend project funding to complete the project, submit final reports and final invoice.

Projected Schedule

1. Preparation of specifications and initial contract documents	Completed
2. Procurement review	Completed
3. Legal & Insurance review/approval	Completed
4. Contract Book issue	Completed
5. Advertise Bid	Completed
6. Board Approval/Award	Nov. 2010
7. Notice to Proceed	Dec. 2010
8. Prototype	Apr. 2011
9. Installation of first group	June 2011
10. Final Report	Oct. 2011

If you have any questions, please contact me at (510) 464-6121, e-mail <alee@bart.gov> or Steve Beroldo at (510) 464-6158, e-mail <sberold@bart.gov>. Thank you for your cooperation and continued support for enhancing bicycle access to transit.

Sincerely,



Alan Lee
BART Capital Development

Cc: Steve Beroldo
Laura Timothy
Pen Perez
Jacki Taylor



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 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: October 14, 2010

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request: Alameda CTC Webster St. Corridor Enhancements, TFCA Project 08ALA01**

Recommendations:

It is recommended that the Commission approve the request for a one-year extension to the expenditure deadline for TFCA project 08ALA01, Webster St. Corridor Enhancements. An approval of this request would extend the expenditure deadline for this project from December 22, 2010 to December 22, 2011.

Summary:

Alameda CTC staff is requesting that the expenditure deadline for TFCA project 08ALA01 be extended from December 22, 2010 to December 22, 2011. Per the ACCMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA county program managers are allowed to approve up to two one-year extensions per project. A third extension request would require written approval from the Air District. This is the first extension request for project 08ALA01. The extension request letter is attached.

Background:

For 08ALA01, the CMA programmed \$420,000 in TFCA funding to the Webster St. Corridor Enhancements project through the 2008/09 TFCA Program. The project is implementing transit signal prioritization (TSP) along the Webster Corridor and includes the installation of items such as preemption system equipment, cabinet and controller upgrades, pedestrian push buttons, vehicle detection, communications system and the integration into the SMART Corridors program.

In the attached extension request letter, the project sponsor cites the coordination of project delivery with TFCA project 09ALA01 as the reason for the schedule delay. Currently, both projects are scheduled to be delivered together, with construction scheduled to start in March 2011 and be completed during July 2011.

Per the CMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA program managers are allowed to approve up to two one-year extensions per project. A third extension request

would require written approval from the Air District. This is the first extension request for project 08ALA01, so the request can be granted without approval or review by the Air District. The extension request is being presented to the Alameda CTC Board, since Alameda CTC is now responsible for the Alameda County TFCA program.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – Alameda CTC Extension Request Letter for TFCA Project 08ALA01

September 20, 2010

Mr. Matthew Todd
Manager of Programming
Alameda County Transportation Commission/CMA
1333 Broadway, Suite 220
Oakland, CA 94612

**RE: Request for a 12-month extension to the Expenditure Deadline for TFCA Project
Number 08ALA01 – Webster Street Corridor Enhancement Project**

Dear Mr. Todd:

It is requested that a 12-month extension to the expenditure deadline be granted for the TFCA project number 08ALA01, "Webster Street Corridor Enhancement Project" from December 22, 2010 to December 22, 2011.

Project Information and Status:


The plans and specifications for this project have been completed. However, the construction of this project is being coordinated with another TFCA project along the same corridor (09ALA01) which was programmed a year later. It is anticipated that with the requested extension, both TFCA projects be delivered on time and schedule. The anticipated schedule for the start of construction for the combined projects is March 2011 with the completion and closeout in July 2011.

Reason for Project Delay:

The requested extension would provide for a coordinated project delivery which would allow procurement of similar equipment and eliminate any duplications or lack of compatibility for the hardware, software, and integration. The coordinated delivery would also allow for one contractor responsible for the construction and allow one construction management team to oversee all activities minimizing administration and risks associated with construction activities.

The companion project is ahead of its schedule providing for completion of both projects before the deadline of December 22, 2011 for both projects.

Please let me know if you have any question,



Cyrus Minoofar
Manager of Intelligent Transportation Systems

CC: Ms. Jacki Taylor, Engineering Staff Assistant/Project Monitoring Liaison

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 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: October 14, 2010

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request for City of Berkeley - 9th Street Bicycle Boulevard, TFCA Project 08ALA03**

Recommendations:

It is recommended the Commission approve the request by the City of Berkeley for a one-year extension to the expenditure deadline for TFCA Project 08ALA03, Berkeley 9th Street Bicycle Boulevard. An approval of this request would extend the expenditure deadline for this project from December 22, 2010 to December 22, 2011.

Summary:

The City of Berkeley is requesting that the expenditure deadline for TFCA project 08ALA01 be extended from December 22, 2010 to December 22, 2011. Per the ACCMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA county program managers are allowed to approve up to two one-year extensions per project. A third extension request would require written approval from the Air District. This is the first extension request for project 08ALA03. The extension request letter is attached.

Background:

For 08ALA03, the CMA programmed \$247,316 in TFCA funding to the 9th Street Bicycle Boulevard project through the 2008/09 TFCA Program. The project is to extend an existing 9th Street Bicycle Boulevard project by 0.22 miles which will close a gap in an 8.22-mile segment of the County-wide Bicycle Plan. The project will include the installation of signage, striping, and the removal of existing railroad tracks along the segment.

In the attached extension request letter, the project sponsor cites the unexpected cost increases during the design phase as the reason for the schedule delay. The additional funding has been indentified and the project design is almost complete. Construction is anticipated to start in March 2011 and be completed by June 2011.

Per the CMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA program managers are allowed to approve up to two one-year extensions per project. A third extension request

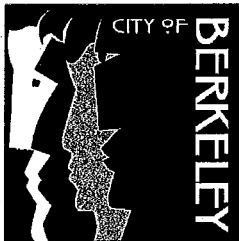
would require written approval from the Air District. This is the first extension request for project 08ALA03, so the request can be granted without approval or review by the Air District. The extension request is being presented to the Alameda CTC Board, since the Alameda CTC is now responsible for the Alameda county TFCA Program.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – City of Berkeley Extension Request Letter for TFCA Project 08ALA03



Public Works Department
Transportation Division

September 16, 2010

Mr. Matt Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

RE: Request for a 12-month extension to the Expenditure Deadline for TFCA Project Number 08ALA03

Dear Mr. Todd,

The City of Berkeley requests a 12-month extension to the December 22, 2010 expenditure deadline for the \$247,316 programmed to TFCA Project Number 08ALA03, the 9th Street Bicycle Boulevard. If approved, the expenditure deadline would be extended from December 22, 2010 to December 22, 2011.

Project Information and Status

The Project Scope has not changed, and the City of Berkeley has made significant progress toward completing the project deliverables. On July 22, 2009, the City issued a Request for Qualifications for design services for the Ninth Street Bicycle Boulevard Extension project. Ten firms submitted their Statements of Qualifications. On September 29, 2009, Berkeley City Council approved a contract not to exceed \$147,000 with Alta Planning + Design to provide architectural and engineering design services for project for the period October 1, 2009 through October 1, 2011. The project design has been completed to the 60% level. The 90% level design will be completed in September, and the 100% design and bid package will be completed in October.

The next step will be to advertise for construction bids. The City expects to release an Invitation to Bid in November or December 2010. Because it is not generally advisable to plan construction during the rainy winter months, construction is expected to occur in March-May 2011 and project completion is anticipated by June 2011.

Reason for Extension Request

Unexpectedly high cost estimates for soil remediation, drainage, and street improvements delayed the project while the City sought additional funds. However, the

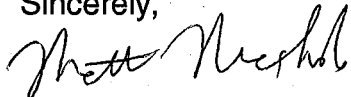
1947 Center Street, 3rd Floor, Berkeley, California, 94704
Telephone: 510.981.7010 TTY: 510.981.7075 Fax: 510.981.7060
E-mail: transportation@ci.berkeley.ca.us

City was unsuccessful in obtaining additional grant funds, so we are conducting a value-engineering exercise in order to complete a design within the construction budget. The project schedule was also slightly delayed to allow for adequate design review and coordination with the City of Emeryville, property owners and neighbors.

The City is funding this project from three grant sources: TFCA, TDA Article 3, and Caltrans Bicycle Transportation Account. If this extension request is granted, the City will be able to complete this project prior to December 2011. However, failure to receive this extension will severely jeopardize the project's viability because all of these funds sources are required in order to complete construction.

We hope you will grant our request for extension, and we look forward to completing this regionally important project in 2011.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Nichols". The signature is written in a cursive, flowing style.

Matt Nichols
Principal Transportation Planner



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: October 14, 2010
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: **Approval of the State Transportation Improvement Program (STIP) At Risk Report**

Recommendations:

It is recommended that the Commission approve of the attached STIP At Risk Report, dated September 30, 2010.

Summary:

The Report includes a total of 35 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information:

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

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

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

Attachments:

Attachment A - STIP At Risk Report

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

Status Date: September 30, 2010

Red Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2009A	AC Transit	Maintenance Facilities Upgrade	Con	06/07	Complete Expend	2/2/11	R \$3,705K Alloc'd 9/7/06 12-Mo Ext App'd Jan 10	G
2	1014	BART	BART Transbay Tube Seismic Retrofit	Con	07/08	Accept Contract	3/5/11	R \$38M Alloc'd 9/5/07	G

Yellow Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
3	0139F	ACCMA	Rt 580, Landscaping, San Leandro Estudillo ave - 141st	Con	10/11	Allocate Funds	6/30/11	Y Added into 2010 STIP	NA
4	2179	ACCMA	Planning, Programming and Monitoring ¹	Con	08/09	Complete Expend	6/30/11	Y \$1,409 Alloc'd 7/24/08	G
		RIP		Con	09/10	Complete Expend	6/30/12	G \$1,209 Alloc'd 7/9/09	
		RIP		Con	10/11	Complete Expend	6/30/13	G Contingent Allocation	
		RIP		Con	11/12	Allocate Funds	6/30/12	G	
		RIP		Con	12/13	Allocate Funds	6/30/13	G	
5	0016U	ACTIA	I-580 Castro Valley I/C Improvements	Con	07/08	Accept Contract	6/26/11	Y \$7.315M Alloc'd 3/12/08	G
6	2009L	Alameda Co.	Vasco Road Safety Improvements	Con	07/08	Accept Contract	7/29/11	Y \$4.6M Alloc'd 2/14/08 Contract Awd 7/29/08	G
7	2100F	Alameda Co.	Grove Wy sidewalk improvements, Meekland-Haviland	Con	10/11	Allocate Funds	6/30/11	Y Added into 2010 STIP	NA
8	2008B	BART	MacArthur BART renovate & enhance entry plaza	Con	10/11	Allocate Funds	6/30/11	Y Added into 2010 STIP	NA
9	2103	BART	Oakland Airport Connector	Con	10/11	Allocate Funds	6/30/11	Y App'd into STIP 9/23/10	NA
10	2103A	BART	Coliseum BART pedestrian improvements	Con	10/11	Allocate Funds	6/30/11	Y Added into 2010 STIP	NA
11	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1	Con	10/11	Allocate Funds	6/30/11	Y Added into 2010 STIP	NA

2010 STIP-Locally Sponsored Alameda County Projects

Yellow Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title			Date	Zone	Notes	Prev Zone
			Source	Prog'd Amount (\$x 1,000)	Phase				
12	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing						
	RIP-TE	\$1,021	Con	10/11	Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
13	2110	Union City	Union City Intermodal Station						
	RIP	\$4,600	Con	07/08	Accept Contract	5/13/11	Y	\$4.6M Alloc'd 9/5/07	Y
	RIP	\$720	Con	05/06	Accept Contract	5/13/11	Y	\$720K Alloc'd 11/9/06	
	RIP-TE	\$5,307	Con	05/06	Accept Contract	5/13/11	Y	\$5,307K Alloc'd 11/9/06	
	RIP-TE	\$2,000	Con	06/07	Accept Contract	5/13/11	Y	\$2,000K Alloc'd 11/9/06	
	RIP	\$9,787	Con	06/07	Accept Contract	5/13/11	Y	\$9,787K Alloc'd 11/9/06 6-Mo Ext App'd 9/23/10	
	RIP	\$715	Con	11/12	Allocate Funds	6/30/12	G		
14	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A						
	RIP-TE	\$3,000	Con	10/11	Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA

Green Zone Projects

Index	PP No.	Sponsor	Project Title			Date	Zone	Notes	Prev Zone
			Source	Prog'd Amount (\$x 1,000)	Phase				
15	2009B	AC Transit	SATCOM Expansion						
	RIP	\$1,000	Con	06/07	Accept Contract	Note 2	G	\$1,000K Alloc'd 9/7/06	G
16	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS						
	RIP	\$2,700	Env	06/07	Final Invoice/Report		NA	\$2,700K Alloc'd 4/26/07	R
17	2009D	AC Transit	Bus Component Rehabilitation						
	RIP	\$4,500	Con	06/07	Accept Contract	Note 2	G	\$4.5M Alloc'd 7/20/06	G
18	2009I	AC Transit	New Bus Component Rehabilitation Project						
	RIP	\$7,738	Con	07/08	Accept Contract	Note 2	G	\$7,738 Alloc'd 5/29/08	G
19	2009Q	AC Transit	Bus Purchase						
	RIP	\$14,000	Con	06/07	Accept Contract	Note 2	G	\$14M Alloc'd 10/12/06	G
20	2009X	AC Transit	Zero Emission Bus Project						
	RIP	\$7,810	Con	07/08	Accept Contract	Note 2	G	\$7.81M Alloc'd 9/20/07	G
21	0016O	ACCMA	I-680 SB HOT Lane Accommodation						
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/12	G	\$8M Alloc'd 6/26/08 42 months for Accept App'd by CTC	G
22	0044C	ACCMA	I-880 Reconstruction, 29th to 23rd						
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	G	Contingent Allocation	R

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount					Req'd By			
			(Sx 1,000)								
23	0062E	ACCMA		I-80 Integrated Corridor Mobility							
		RIP	\$954	Env	07/08	Final Invoice/Report		NA		\$954 Alloc'd 9/5/07 Contra Costa RIP Expenditures Comp	G
24	2100K	ACCMA		I-880 Landscape/Hardscape Improvements in San Leandro							
		RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/12	G		\$400K Alloc'd 6/30/10	R
25	0081D	ACTA		Rte 84 Expressway - Fremont and Union City							
		RIP	\$9,300	Con	14/15	Allocate Funds	6/30/15	G			G
26	2009N	Alameda		Tinker Avenue Extension							
		RIP	\$4,000	Con	07/08	Accept Contract	3/17/12	G		\$4M Alloc'd 9/25/08 Contract Awd 3/17/09	G
27	2009P	BART		Ala. Co. BART Station Renovation							
		RIP	\$3,000	Con	07/08	Accept Contract	10/30/12	G		\$3M Alloc'd 12/11/08 4-Mo Ext App'd June 09	G
		RIP	\$248	PSE	07/08					\$248 Alloc'd 9/5/07 Expend. Complete	
28	2009Y	BART		Ashby BART Station Concourse/Elevator Imps							
		RIP-TE	\$1,200	Con	07/08	Accept Contract	1/22/12	G		\$1,200 Alloc'd 6/26/08	G
29	2009W	Berkeley		Ashby BART Station Intermodal Imps							
		RIP	\$4,614	Con	07/08	Accept Contract	12/26/11	G		\$4,614 Alloc'd 6/26/08	G
		RIP	\$1,500	Con	09/10	Accept Contract	12/26/11	G		AB 3090 app'd 8/28/08 \$1.5M Alloc'd 9/10/09	
30	2014U	GGBHTD		SF Golden Gate Bridge Barrier							
		RIP	\$12,000	Con	11/12	Allocate Funds	6/30/12	G			G
31	2009K	LAVTA		Satellite Bus Operating Facility (Phases 1 & 2)							
		RIP	\$4,000	Con	11/12	Allocate Funds	6/30/12	G			G
		RIP	\$1,500	Con	06/07	Final Invoice/Report	NA			Contract Accepted	R
32	2100	MTC		Planning, Programming and Monitoring ¹							
		RIP	\$113	Con	09/10	Complete Expend	6/30/12	G		\$113 Alloc'd 7/9/09	
		RIP	\$113	Con	10/11	Complete Expend	6/30/11	G		Contingent Allocation	
		RIP	\$114	Con	11/12	Allocate Funds	6/30/12	G			
		RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G			
		RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G			
		RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G			
33	1022	Oakland		Rte. 880 Access at 42nd Ave./High St., APD							
		RIP	\$5,990	R/W	07/08	Complete Expend	2/29/12	G		\$5,990M Alloc'd 12/13/07 20-Mo Ext App'd May	R
34	2100C1	Oakland		MacArthur Transit Hub Improvement, 40th St							
		RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA		Alloc App'd 7/26/07	R
35	2100E	Oakland		7th St. / West Oakland TOD							
		ARRA-TE	\$1,300	Con	09/10	Accept Contract	9/30/12	G		\$1,300 Obligated 8/5/09 Contract Awd 2009	G

Notes:

- 1 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 2 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans.

2010 STIP -Timely Use of Funds Provisions	
The At Risk Report monitors the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:	
Required Activity	Description
Allocation	For all phases, by the end (June 30th) of the fiscal year programmed in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the FY in which the expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria			
The At Risk Report utilizes the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.			
Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six (6) to ten (10) months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	NA	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six (6) to twelve (12) months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA
Other Zone Criteria			
Yellow Zone	STIP /TIP Amendment pending		
Red Zone	Extension Request pending		
Notes:			



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 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: October 14, 2010
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: Approval of the Federal STP/CMAQ Program At Risk Report

Recommendations:

It is recommended that the Commission approve the attached Federal STP/CMAQ Program At Risk Report, dated September 30, 2010.

Summary:

The report includes 55 locally sponsored federally funded projects segregated by “zone.” Red zone projects are considered at a relatively high risk of non-compliance with the provisions of MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information:

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

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

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

Attachments:

Attachment A - Federal STP/CMAQ Program At Risk Report

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Federal At Risk Report

Status Date: September 30, 2010

Federally Funded - Locally Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
1	ALA070051	BART	BART Station Electronic Bike Lockers, Phase 2						
	CMAQ	\$130	Con	08/09	Obligate Funds	Note 1	R	Pending Transfer to FTA Req Sub'd by BART	R

Yellow Zone Projects

Index	TIP ID	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
2	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1A						
	STP	\$2,250	Con	07/08	Advertise Contract	02/28/11	Y	\$2,250 Obligated 8/31/10	NA
					Award Contract	05/31/11	Y		
					Submit First Invoice	08/31/11	G		
					Liquidate Funds	08/31/16	G		

Green Zone Projects

Index	TIP ID	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
3	ALA050017	AC Transit	Enhanced Bus - Telegraph/Int'l/East 14th						
	CMAQ	\$35,000	Con	08/09	Obligate Funds			Obligated for Transfer to FTA Grant	
4	ALA010034	AC Transit	Maintenance Facilities Upgrade						
	STP	\$4,000	Con	07/08				Obligated for Transfer to FTA Grant	
5	ALA010063	AC Transit	Acquire 416 Bus Catalyst Devices						
	CMAQ	\$68	Con	04/05				Obligated for Transfer to FTA Grant	
6	ALA070047	AC Transit	Travel Choice -Berkeley						
	CMAQ	\$216	Con	07/08				Obligated for Transfer to FTA Grant	
7	ALA070055	AC Transit	Bike Racks for New Buses						
	CMAQ	\$100	Con	07/08				Obligated for Transfer to FTA Grant	
8	ALA010032	ACCMA	I-580 San Leandro Estudillo Noise Barrier						
	STP	\$7,262	Con	08/09	Liquidate funds	03/27/15	G	\$7,262 Obligated 3/27/09 Contract Awd 5/28/09	G
9	ALA050018	ACCMA	Grand/MacArthur Bus Improvements						
	CMAQ	\$500	Con	06/07	Liquidate Funds	05/22/14	G	\$500 Obligated 5/22/08	G

Green Zone Projects (cont.)

Index	PP No.	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
10	ALA050036	ACCMA		SMART Corridors Operations & Management						
		CMAQ	\$283	Con	06/07	Liquidate Funds	01/27/15	G	\$283 Obligated 1/27/09	G
		STP	\$135	Con	05/06	Liquidate Funds	09/07/12	G	\$135 Obligated 9/7/06	
		CMAQ	\$518	Con	07/08	Liquidate Funds	07/03/14	G	\$518 Obligated 7/3/08	
11	ALA070020	ACCMA		I-580 (Tri-Valley) Corridor - EB HOV/HOT Lanes						
		I-580 EB HOT Conversion								
		ARRA	\$7,500	PE		Liquidate Funds	11/27/15	G	Contract Awarded 3/25/10 \$7.5M Obligated 11/27/09 System Integrator in PE2	G
		I-580 EB HOV/HOT Lanes								
		CMAQ	\$6,161	Con	08/09	Liquidate Funds	04/09/15	G	\$6,161 Obligated 12/19/08 Funds De-Obligated 2/4/09 Re-Obligated 4/9/09 Caltrans Adminstering Funds	G
12	ALA070041	ACCMA		I-80 Integrated Corridor Mobility						
		CMAQ	\$3,243	PE	07/08	Liquidate funds	07/10/14	G	\$3,243 Obligated 7/10/08	G
13	ALA070042	ACCMA		I-880 SB HOV Lanes -Marina to Hegenberger						
		STP	\$198	PE	08/09	Liquidated Funds	12/19/13	G	Req Sub'd by Sponsor	G
		CMAQ	\$6,781	PE	07/08 08/09	Liquidate funds	12/19/13	G	\$4M obligated 12/19/07 STP to CMAQ 4/18/08 \$2.781M added 4/15/09	
14	ALA070042	ACCMA		I-880 S/B HOV Lanes - Marina Blvd. to Hegenberger						
		CMAQ	\$801	PE	09/10	Submit First Invoice Liquidate Funds	03/21/11 09/21/16	G G	\$801 Obligated 9/21/10	NA
15	ALA050009	ACTIA		I-580 Castro Valley Interchange Improvements						
		STP	\$1,000	Con	07/08	Liquidate Funds	04/28/14	G	\$1,000 Obligated 4/28/08	G
16	ALA070025	Alameda		City of Alameda Signal Coordination						
		CMAQ	\$59	Con	06/07	Liquidate Funds	05/31/13	G	\$59 Obligated 5/31/07 Force Account	G
17	ALA070049	Alameda		Signal Coordination: 8th St, Otis Dr., & Park St.						
		CMAQ	\$138	Con	07/08	Liquidate Funds	04/18/14	G	\$138 Obligated 4/18/08	G
18	ALA030002	Ala. County		Vasco Road Safety Imps. Phase 1						
		STP	\$9,350	Con	07/08	Liquidate Funds	06/20/14	G	\$9,350 Obligated 6/20/08 Contract Awarded 7/29/08	G
		STP	\$3,900	R/W	04/05	Liquidate Funds	06/29/11		\$3,900 Obligated 6/29/05 R/W Phase drawn down	

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount					Req'd By			
			(\$x 1,000)								
19	ALA050072	Ala. County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.								
	STP		\$758	Con	08/09	Liquidate Funds	07/23/15	G	\$758 Obligated 7/23/09 advertised 8/7/09	R	
	STP		\$83	PSE	06/07	Liquidate Funds	06/26/13	G	\$83 Obligated 6/26/07		
20	ALA070040	Ala. County	Hampton Rd Streetscape Improvement								
	CMAQ		\$2,999	Con	08/09	Liquidate Funds	06/17/15	G	\$2,999 Obligated 6/17/09	R	
21	ALA050065	BART	Ed Roberts Campus								
	CMAQ		\$2,000	Con	07/08				Obligated for Transfer to FTA Grant 8/1/08		
22	ALA070034	BART	Ashby BART Station / Ed Roberts Campus								
	CMAQ		\$1,386	Con	08/09				Obligated for Transfer to FTA Grant 8/1/08		
23	ALA050073	Berkeley	University Ave Reconstruction								
	STP		\$630	Con	08/09	Liquidate funds	02/05/15	NA	Final Invoiced Paid 3/22/10	G	
24	ALA050059	Caltrans	SR 13 Median Landscaping								
	STP		\$500	Con	06/07	Liquidate Funds	05/15/13	G	\$400 Obligated 5/15/07	G	
	STP		\$100	Con	08/09	Liquidate Funds	01/13/15	G	\$100 Obligated 1/13/09		
25	ALA050082	Dublin	East Dublin BART Station Corridor Enhancements								
	CMAQ		\$2,587	Con	08/09	Liquidate Funds	03/09/15	G	Contract Awarded 5/19/09	G	
	CMAQ		\$489	PE	06/07	Liquidate Funds	04/12/13	G	\$489 Obligated 4/12/07		
26	ALA050022	Fremont	Rehab on Various Sts								
	STP		\$2,172	Con	05/06	Liquidate Funds	06/13/12	G	\$2,172 Obligated 6/13/06	G	
	STP		\$2,850	Con	06/07	Liquidate Funds	05/30/13	G	\$2,850 Obligated 5/30/07		
27	ALA070037	Fremont	Bay Street Streetscape and Parking Project								
	CMAQ		\$1,570	Con	08/09	Liquidate Funds	01/21/15	G	\$1,570 Obligated 1/21/09	G	
28	ALA070050	Fremont	Mowry Ave Arterial Management								
	CMAQ		\$419	Con	07/08	Liquidate Funds	09/15/14	G	\$419 Obligated 9/15/08	G	
29	ALA050025	Hayward	Hesperian Blvd Rehab								
	STP		\$713	Con	05/06	Liquidate Funds	06/27/12	G	\$713 Obligated 6/27/06	G	
	STP		\$8	Env	05/06	Liquidate Funds	02/15/12	G	\$8 Obligated 2/15/06		
30	ALA050056	Hayward	West A Street Rehab								
	STP		\$117	Con	05/06	Liquidate Funds	06/27/12	G	\$117 Obligated 6/27/06	G	
	STP		\$5	Env	05/06	Liquidate Funds	02/15/12	G	\$5 Obligated 2/15/06		
31	ALA050071	Hayward	Rehab on Various Streets (Arterial Pavement Rehab)								
	STP		\$776	Con	07/08	Liquidate Funds	03/26/14	G	\$835 Obligated 3/26/08	G	
	STP		\$104	PE	06/07	Liquidate Funds	04/03/13	G	\$104 Obligated 4/3/07 E-76 Rev to \$45 3/26/08		

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
32	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices	Con	04/05				Obligated for Transfer to FTA Grant	
	CMAQ	\$175								
33	ALA030017	LAVTA	Exp. Bus -Route 70 & Subscript. Routes	Con	04/05				Obligated for Transfer to FTA Grant	
	CMAQ	\$89								
34	ALA070028	LAVTA	ACE Station Shuttle Services	Con	06/07				Obligated for Transfer to FTA Grant	
	CMAQ	\$88								
35	ALA070029	LAVTA	E. Dublin/ Pleasanton BART Station Shuttle	Con	06/07				Obligated for Transfer to FTA Grant	
	CMAQ	\$102								
36	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)	Con	05/06	Liquidate Funds	05/01/12	G	\$158 Obligated 5/1/06	G
	STP	\$158								
37	ALA050024	Livermore	South Vasco Rd Rehab	Con	05/06	Liquidate Funds	05/01/12	G	\$300 Obligated 5/1/06	G
	STP	\$300								
38	ALA050068	Livermore	Murrieta Blvd Pavement Rehabilitation	Con	06/07	Liquidate Funds	04/27/13	G	Final Invoice Sub'd 11/17/07	G
	STP	\$486								
39	ALA070038	Livermore	Downtown Livermore Ped Transit Connection	Con	08/09	Liquidate Funds	03/30/15	G	\$888 Obligated 3/30/09 Contract Awarded 7/13/09	R
	CMAQ	\$1,060								
	CMAQ	\$140		PE	07/08	Liquidate Funds	11/16/13	G	\$140 obligated 11/16/07	
40	ALA070059	Livermore	Downtown Pedestrian Improvements	Con	08/09	Liquidate Funds	04/08/15	G	\$845 Obligated 4/8/09 Contract Awd 10/12/09	R
	CMAQ	\$845								
41	ALA010021	Oakland	City of Oakland Street Resurfacing Program	Con	05/06	Liquidate Funds	06/21/12	G	\$825 Obligated 6/21/06	G
	STP	\$825								
42	ALA030007	Oakland	Coliseum Transit Hub (San Leandro St. btwn 73rd & 66th Ave)	Con	06/07	Liquidate Funds	01/17/13	G	\$89K Obligated 1/17/07 CE determination 5/26/04	G
		\$89								
43	ALA050023	Oakland	Rehab on Various Sts	Con	07/08	Liquidate Funds	04/11/14	G	\$2,486 Obligated 4/11/08 Contract Awd 1/6/09	G
	STP	\$2,486								
	STP	\$1,573		Con	05/06	Liquidate Funds	06/21/12	G	\$1,573 Obligated 6/21/06	
44	ALA050039	Oakland	MacArthur Transit Hub Improvement Project	Con	06/07 07/08	Liquidate Funds	03/30/13	G	\$681 Obligated 3/30/07 \$215 Obligated 9/5/07 \$100 Obligated 6/11/08	G
	CMAQ	\$996								
	CMAQ	\$200		PE	05/06	Liquidate Funds	03/30/12	G	\$200 Obligated 3/30/06	

Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone			
45	ALA050080	Oakland	7th St, W. Oakland Transit Village Imps									
				ARRA-TE	\$1,300	Con				\$1,300 Obligated 8/5/09	Y	
				STP	\$2,330	Con	08/09	Liquidate Funds	08/05/15	G	\$2,330 Obligated 1/21/09 Re-Obligated 8/5/09	
								Liquidate Funds	08/05/15	G	Contract Awarded 12/8/09	
	CMAQ	\$320	PE	07/08	Liquidate Funds	11/05/13	G	\$320 Obligated 11/5/07				
46	ALA070011	Oakland	66th Avenue Streetscape Improvement Project									
				CMAQ	\$1,230	Con	08/09	Liquidate Funds	03/30/15	G	\$1,230 Obligated 3/30/09 Contract Awarded 11/17/09	G
47	ALA070027	Oakland	W. Oakland Bay Trail: Mandela Pkwy & 8th Street									
	CMAQ	\$770	Con	06/07	Liquidate Funds	03/19/13	G	\$770 Obligated 3/19/07	G			
48	ALA070039	Oakland	Oakland Waterfront Bay Trail									
				CMAQ	\$899	Con	07/08	Liquidate Funds	04/16/14	G	\$599 Obligated 4/16/08 Add'l \$300 Obligated 7/11/08	G
49	ALA050026	San Leandro	Washington Ave Rehab									
				STP	\$30	PSE	04/05	Liquidate Funds	02/24/11	G	\$30 Obligated 2/24/05	G
				STP	\$445	Con	05/06	Liquidate Funds	03/24/12	G	\$455 Obligated 3/24/06	
50	ALA050055	San Leandro	Floresta Blvd Street Rehab									
				STP	\$185	Con	05/06	Liquidate Funds	03/24/12	G	\$185 Obligated 3/24/06	G
51	ALA050069	San Leandro	Washington Ave Rehab -San Lorenzo Creek to I-880 O/C									
				STP	\$442	Con	07/08	Liquidate Funds	05/07/14	G	\$442 Obligated 5/7/08	G
				STP	\$49	PE	06/07	Liquidate Funds	03/05/13	G	\$49 Obligated 3/5/07	
52	ALA050078	San Leandro	Bay Trail Bridge at Oyster Bay Slough									
				CMAQ	\$750	Con	08/09	Liquidate funds	12/19/14	G	\$750 Obligated 12/19/08	G
53	ALA070030	San Leandro	Traffic Signal System Improvements									
				CMAQ	\$100	Con	06/07	Liquidate Funds	04/30/13	G	\$100 Obligated 4/30/07	G
54	ALA070048	San Leandro	San Leandro ATMS Upgrade									
				CMAQ	\$184	Con	07/08	Liquidate Funds	04/02/14	G	\$184 Obligated 4/2/08 Force Account	G
55	ALA990015	Union City	UC Intermodal Station									
				CMAQ	\$124	Con	07/08			Obligated for Transfer to FTA Grant 2/6/08		
				CMAQ	\$1,702	Con	07/08			Obligated for Transfer to FTA Grant 1/25/08		
	CMAQ	\$3,024	Con	05/06			Obligated for Transfer to FTA Grant 7/10/06					

Notes:

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

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

Required Activities Monitored by CMA ¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months		All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Other Zone Criteria			
Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.		
Yellow Zone	Projects with an Amendment to the TIP pending.		
Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.			

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

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

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

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

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

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

Notes:

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

Appendix C**Date of Most Recent Invoice on Record at CMA**

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

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

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months Since Most Recent Invoice on Record at CMA
C1	ALA070042/ ACCMA I-880 SB HOV Lane	CMAQ	\$4,000	PE	07/08	12/19/07	4/28/10	6
C2	ALA10032/ ACCMA I-580 San Leandro Estudillo Noise Barrier	STP	\$7,262	Con	08/09	3/27/09	7/15/10	3
C3	ALA050018/ ACCMA Grand/MacArthur Bus Improvements	CMAQ	\$500	Con	06/07	5/22/08	11/30/09	10
C4	ALA030002/ Ala. County Vasco Road Safety Imps., Phase 1	STP	\$3,900 \$9,350	R/W Con	04/05 07/08	6/29/05 6/20/08	11/26/07 5/27/10	Note 2 5
C5	ALA050072/ Ala. County Castro Vly Blvd. Rehab - Foothill to Stanton	STP	\$83 \$758	PSE Con	06/07 08/09	6/26/07 7/23/09	5/6/10 5/6/10	Note 2 5
C6	ALA070040/ Ala. County Hampton Rd Streetscape Improvement	CMAQ	\$2,999	Con	08/09	6/17/09	6/23/10	4
C7	ALA050082/ Dublin East Dublin BART Station Corridor	CMAQ CMAQ	\$2,587 \$489	Con PE	08/09 06/07	3/9/09 4/12/07	3/16/10 3/16/10	7 Note 2
C8	ALA070037/Fremont Bay Street Streetscape and Parking Project	CMAQ	\$1,570	Con	08/09	1/21/09	1/14/2010	9
C9	ALA070038/ Livermore Downtown Ped Transit Connection	CMAQ	\$140 \$1,060	PE Con	07/08 08/09	11/16/07 3/30/09	5/10/10 5/10/10	Note 2 5
C9	ALA070059/ Livermore Downtown Pedestrian Improvements	CMAQ	\$845	Con	08/09	4/8/09	7/26/10	3
C10	ALA050021/ Oakland Oakland Street Resurfacing Program	STP	\$825	Con	05/06	6/21/06	9/23/10	1
C11	ALA050023/ Oakland Rehabilitation on Various Streets	STP STP	\$1,573 \$2,486	Con Con	05/06 07/08	6/21/06 4/11/08	6/9/10 6/9/10	Note 2 4
C12	ALA050039/ Oakland MacArthur Transit Hub Imps	CMAQ CMAQ	\$200 \$996	PE Con	05/06 06/07	3/30/06 3/20/07	2/26/10 10/12/10	Note 2 1
C13	ALA050080/ Oakland 7th St., W. Oakland Transit Villiage Imps.	CMAQ STP ARRA	\$320 \$2,330 \$1,300	PE Con Con	07/08 08/09 08/09	11/5/07 8/5/09 8/5/09	04/02/10 6/15/10 6/15/10	6 4 4
C14	ALA070011 Oakland 66th Ave. Streetscape Improvement Project	CMAQ	\$1,230	Con	08/09	3/30/09	9/14/10	1
C15	ALA070027 Oakland W. Oakland Bay Trail: Mandela Pkwy	CMAQ	\$770	Con	06/07	3/19/07	7/16/10	3

Appendix C (cont.)

Date of Most Recent Invoice on Record at CMA

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

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

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C16	ALA070039 Oakland Oakland Waterfront Bay Trail	CMAQ	\$899	Con	07/08	4/16/08	9/22/10	1
C17	ALA050069/ San Leandro Washington Ave Rehab - Creek to I-880	STP	\$49 \$442	PE Con	06/07 07/08	3/5/07 5/7/08	5/7/09 8/9/10	Note 2 2
C18	ALA050078/ San Leandro Bay Trail Bridge at Oyster Bay Slough	CMAQ	\$750	Con	08/09	12/19/08	3/8/10	7
C19	ALA070048/ San Leandro San Leandro ATMS Upgrade	CMAQ	\$184	Con	07/08	4/2/08	5/7/10	5
C20	ALA050070/ Union City Alvarado-Niles Pavement Rehabilitation	STP STP	\$5 \$421	PE Con	07/08 08/09	4/4/08 1/21/09	1/6/09 9/14/2009	Note 2 13

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

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ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: October 14, 2010
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: Approval of the CMA Exchange Program Quarterly Status Report

Recommendations:

It is recommended that the Commission approve the CMA Exchange Program Quarterly Status Report, dated September 30, 2010.

Information:

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange. No additional exchange revenue has been received since the April 2010 report.

Attachments:

Attachment A – CMA Exchange Program Quarterly Status Report

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CMA Exchange Projects - Quarterly Status Report
Status Date: September 30, 2010

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 9/20/10)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes	
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E		
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E		
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E		
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 4,728,844	\$ 1,649,156	12/31/10	E		
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 5,727,700		\$ 5,727,700	12/31/10	D		
				STP	\$ 3,000,000		\$ 3,000,000	6/30/11	D		
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/10	D		
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000		\$ 1,000,000	12/31/10	D		
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000		\$ 1,300,000	12/31/10	D		
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E		
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E		
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E		
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E		
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E		
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E		
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E		
16	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E		
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E		
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 1,813,153	\$ 7,500,847	12/31/10	E		
					Totals:	\$ 79,828,880	\$ 58,147,327	\$ 21,681,553			

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

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ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: October 14, 2010

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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

Recommendations:

It is recommended that the Commission approve the TFCA At Risk Report, dated September 30, 2010.

Summary:

The report includes all of the currently active projects programmed with Alameda County TFCA Program Manager funds. The report segregates a total of 30 projects into Red, Yellow, and Green zones. The ten "Red Zone" projects have required activities due within the next four months. The eleven "Yellow Zone" projects have required activities due within the next five to seven months. The remaining nine projects are listed under the report's "Green Zone" and have required activities that are not due for eight months or more.

Discussion:

The following three projects have been completed and will be archived from the report: 1) 08ALA06 - Pleasanton Trip Reduction Program (FY 08/09); 2) 07ALA01 - ACCMA's Alameda Signal Timing on Constitution Way and Lincoln Ave; and 3) 08ALA09 - ACE Shuttle Service- Route 53 (FY 08/09-09/10).

The projects approved for the FY 2010/11 program by the Alameda CTC Board at its July 22, 2010 Board meeting have been included under the report's Yellow Zone. The funding agreements for the FY 2010/11 projects are scheduled be distributed to sponsors in October and a fully-executed agreement will be due within three (3) months of receipt.

Attachments:

Attachment A – TFCA Program Manager Fund At Risk Report

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**TFCA County Program Manager Fund
At Risk Report**

Report Date: September 30, 2010

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months)							
07ALA03	County of Alameda	Class II Bicycle Lanes: Wente Street	TFCA Award	Agreement Executed	1/1/08	4/21/08	Expenditures not complete Final Invoice approval pending Expenditure deadline Dec '10 FMR Due Mar '11
			\$ 150,000.00	Project Start	10/1/2007	Apr-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Mar-11		
			Expend Deadline Met?	12/26/10			
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Mar '11 2nd extension requested.
			\$ 275,405.00	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Mar-11		
			Expend Deadline Met?	12/22/10			
08ALA01	ACCOMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Dec '10 Extension request received.
			\$ 420,000.00	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-10		
			Expend Deadline Met?	12/22/10			
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditures not complete Expenditure deadline Dec '10 FMR Due Dec '10 Extension request received.
			\$ 66,500.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-10		
			Expend Deadline Met?	12/22/10			
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures not complete Expenditure deadline Dec '10 FMR Due Dec '10 Extension request received.
			\$ 247,316.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-10		
			Expend Deadline Met?	12/22/10			
08ALA04	Oakland	Bay Trail Gap Closure, Fruitvale to Park Street Bridge	TFCA Award	Agreement Executed	1/8/09	11/19/08	TFCA expenditures complete. FMR Due Oct '10
			\$ 125,000.00	Project Start	Jan-09	Nov-08	
			TFCA Expended	Final Reimbursement	12/31/11	10/20/09	
			\$ 125,000.00	FMR	Oct-10		
			Expend Deadline Met?	12/22/10	Yes		
08ALA05	ACCOMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Jul '12
			\$ 174,493.00	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Jul-12		
			Expend Deadline Met?	12/22/10			
08ALA07	San Leandro	San Leandro LINKS (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	12/12/08	TFCA Expenditures complete FMR Due Oct '10
			\$ 165,000.00	Project Start	Dec-08	Sep-08	
			TFCA Expended	Final Reimbursement	12/31/11	05/07/10	
			\$ 165,000.00	FMR	Oct-10		
			Expend Deadline Met?	12/22/10	Yes		
08ALA10	LAVTA	ACE Shuttle Service-Route 54 (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Oct '10
			\$ 84,950.00	Project Start	Nov-08	Oct-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ 38,642.56	FMR	Oct-10		
			Expend Deadline Met?	12/22/10			
08ALA11	LAVTA	Route 10 BRT TSP and Queue Jumper Improvements	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Mar '11 Extension request received.
			\$ 444,722.00	Project Start	Jul-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ 14,947.92	FMR	Mar-11		
			Expend Deadline Met?	12/22/10			
YELLOW ZONE (Milestone deadline within 5-7 Months)							
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 110,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			

**TFCA County Program Manager Fund
At Risk Report**

Report Date: September 30, 2010

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
10ALA02	ACCMA	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 100,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 210,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 528,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 90,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 52,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA08	AC Transit	TravelChoice- New Residents (TCNR)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 165,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 96,860.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 60,380.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 70,677.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 72,299.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
GREEN ZONE (Milestone deadline beyond 7 months)							
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	07/07/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 400,000.00	Project Start	Oct-09		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			

**TFCA County Program Manager Fund
At Risk Report**

Report Date: September 30, 2010

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months), continued							
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 170,000.00	Project Start	Mar-10		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 46,887.00	Project Start	Mar-10		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA05	Fremont	South Fremont Arterial Management	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 232,000.00	Project Start	Jan-10	Nov-09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ 155,075.95	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA06	Pleasanton	Trip Reduction Program (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Est. Mar '11
			\$ 47,000.00	Project Start	Dec-09		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-11		
			Expend Deadline Met?	01/13/12			
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 350,000.00	Project Start	Sep-09	Nov '09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	07/07/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 280,000.00	Project Start	Nov-09		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA09	LAVTA	Route 9 Operating Assistance (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	11/16/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 86,133.00	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ 68,960.72	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	07/07/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 96,000.00	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
Completed Projects (will be removed from the monitoring report)							
07ALA01	ACCMA	Signal Timing: Constitution Way/ Lincoln Ave	TFCA Award	Agreement Executed	1/1/2008	2/4/08	TFCA Expenditures complete. Final Invoice paid. FMR received. \$14.82 relinquished.
			\$ 99,985.18	Project Start	Oct-09	Sep-09	
			TFCA Expended	Final Reimbursement	12/31/10	09/07/10	
			\$ 99,985.18	FMR	Dec-09	Jan '10	
			Expend Deadline Met?	12/26/09	Yes		
08ALA06	Pleasanton	Pleasanton Trip Reduction Program (FY 08/09)	TFCA Award	Agreement Executed	1/8/09	12/05/08	TFCA Expenditures complete. FMR received. Final Invoice paid.
			\$ 77,000.00	Project Start	Jan-09	Aug-08	
			TFCA Expended	Final Reimbursement	12/31/11	07/20/10	
			\$ 77,000.00	FMR	Mar-10	Feb-10	
			Expend Deadline Met?	12/22/10	Yes		
08ALA09	LAVTA	ACE Shuttle Service-Route 53 (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	11/19/08	TFCA Expenditures complete FMR received. Final Invoice paid.
			\$ 59,864.00	Project Start	Nov-08	Oct-08	
			TFCA Expended	Final Reimbursement	12/31/11	07/20/10	
			\$ 59,864.00	FMR	Oct-10	9/18/10	
			Expend Deadline Met?	12/22/10	Yes		

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

**TFCA County Program Manager Fund
At Risk Report**

Report Date: September 30, 2010

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
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FMR = Date Final Monitoring Report received by CMA

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



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Memorandum

DATE: October 15, 2010

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Transit Oriented Development Quarterly Progress Report: Transportation and Land Use Program**

Recommendations:

It is recommended that the Commission approve the attached Transit Oriented Development (TOD) Quarterly Progress and Fund Monitoring Reports. The reports provide project and funding status of the following Transit Oriented Development projects identified in the Countywide Transportation Plan (CTP): MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II. .

Summary and Background:

The attached quarterly report provides a status of the delivery of nine of the TOD projects in the Countywide Transportation Plan (CWTP). In addition to an update of the progress of each project, it also provides a Fund Monitoring Report for eight active projects in the CWTP. 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.

Staff has been submitting quarterly TOD reports to the ACCMA Board since 2005 to provide updates on funding, plans and development of the TOD sites in the 2004 CWTP, and an additional two active TODs (South Hayward and Fruitvale Phase II), as requested by Hayward and Oakland. Together, the TOD projects being monitored are at the following BART stations: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II. With the adoption of the 2008 Countywide Transportation Plan, the TODs were replaced by 35 Priority Development Areas (PDAs), which are a more comprehensive way of defining TODs. The Association of Bay Area Governments (ABAG) has approved of Alameda County's PDAs as areas within existing developed communities, near existing or planned fixed transit (i.e., rail or ferry) or comparable bus service, which have plans to add more housing. Monitoring the status of Alameda County's PDAs is a way to track how Alameda County is

supporting connections between land use and transportation, with the goals of reducing traffic congestion, vehicle miles traveled and reducing greenhouse gas and other air emissions.

At its meeting on September 23, 2010, the Commission directed staff to monitor the status of up to 35 active PDAs in the Countywide Transportation Plan, for which jurisdictions are interested in providing updates, as well as the 11 PDAs for which the ACCMA Board approved funds from the Transportation for Livable Communities (TLC) Program. The expanded update will be included in the January 2011 quarterly update based on input from the jurisdictions.

Fiscal Impact:

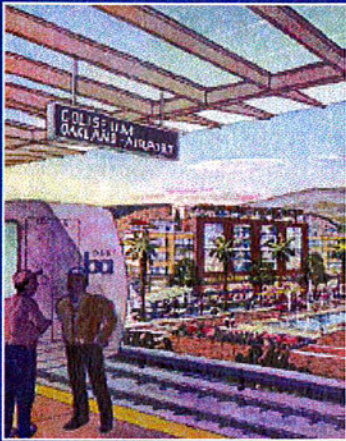
The cost of providing quarterly updates of PDAs is funded by MTC's Transportation and Land Use (T Plus) Program within the existing budget.

Attachments:

Attachment A: TOD Quarterly Progress Report

Attachment B: TOD Quarterly Fund Monitoring Report

Coliseum BART Transit Village



4th QUARTER, April to June 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. .

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 Avenue, 70th Avenue, 71st Avenue and Snell Street. 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.

1st QUARTER, July to September 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 Alameda CTC to coordinate the schedule, timing, design standards and needs at the site. The design is expected to be complete December 2010.

Next Steps: Go to CTC for fund allocation Spring 2011. Construction of the Coliseum plaza improvements is expected to begin summer 2011.

W. Oakland Bart Transit Village



Construction: 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 on the Transit Village project would be minimal.

Construction: Construction is in progress. To avoid a scheduling conflict between West Oakland project and the BART Seismic Retrofit project between Chester Street and Peralta Street on 7th Street, it was decided that BART complete their work on this section first. City is working on phase one of the construction, which includes the construction of improvement on the south side of 7th Street between Union Street and Chester. Phase II will include work on the north side and phase III will be the construction work in the median.



MacArthur Transit Village



4th QUARTER, April to June 2010

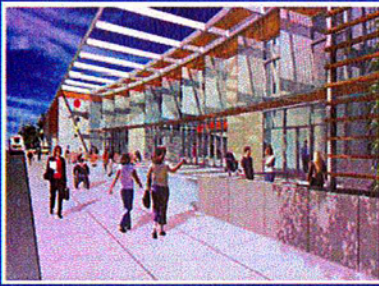
Design: Continued to work on design for first phase of construction.

1st QUARTER, July to September 2010

Design: The Planning Commission reviewed 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: Construction for the first phase is anticipated to begin early 2011.

Ashby / Ed Roberts Campus

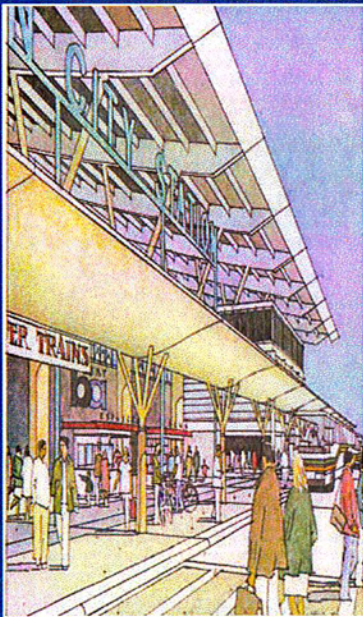


Construction: Construction is ongoing.

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.

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) is nearing completion. Mid-Peninsula Housing Phase 1 (100 units and parking garage) of the 157-unit affordable housing development is under construction. BART Phase 1 (west side expansion) is nearing completion.

Funding: Received a 1C TOD grant of \$7.6 million to construct the roadway and infrastructure. Received a 1C Infill Infrastructure Grant of \$15 million for the construction of BART Phase 2. Received a \$4.45 million MTC TLC grant for the East Plaza improvements, and a \$1.9 million FTA grant for bus improvements at the Intermodal Station. Mid Peninsula Housing Coalition received a 4 percent tax credits for Phase 1 (100 units) and has issued bonds. Mid Peninsula was awarded tax credits on September 22, 2010, ensuring the construction of Phase 2 (57 units). The Mid Peninsula Housing is now fully funded and Phase 2 construction will begin December 2010.



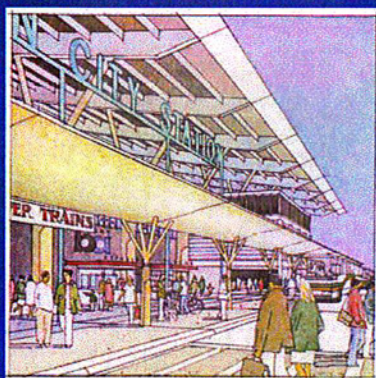
4th QUARTER, April to June 2010

1st QUARTER, July to September 2010

Union City TOD continued

Design: Redevelopment Agency contracted with ROMA Design Group to prepare preliminary Final Design, updated detailed cost estimate and a phasing program for BART Phase 2 to accelerate pedestrian connection to the east side of BART and minimize disruption to BART operations. The East Plaza is nearing 100 percent design.

San Leandro Transit Village



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

Studies: Access study funded through Alameda CTC TOD TAP 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: 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.

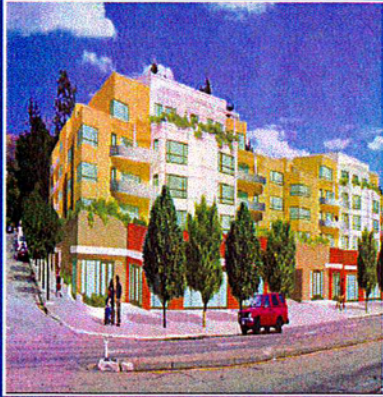
Planning and Environmental: On July 13, 2010, the City Council adopted a resolution designating boundaries of the South Fremont / Warm Springs Survey Area and authorized a Redevelopment Plan Adoption Process and EIR preparation for the area.

Studies: On July 27, 2010 City Council awarded a contract of \$333,000 contract to Perkins + Will to lead a team of consultants in the preparation studies funded from the Economic Development Administration (EDA) the studies include: 1) An Economic and Market Analysis Strategies Plan; 2) Land Use Alternatives Studies; 3) Infrastructure and Cost Analysis and 4) Financial Assessment. The studies will focus on an area of about 850 acres in the area of the former NUMMI Plant and Fremont/Warm Springs BART Station.

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

Community Outreach: On October 4, 2010, The City of Fremont and Perkins + Will consultants will host a first community meeting on the EDA Studies at the Warm Springs Community Center. On November 6, 2010, a second workshop will be held in conjunction with the Community meeting on the Draft General Plan 2010. This meeting will be held at Fremont City Hall.

South Hayward TOD



4th QUARTER, April to June 2010

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 was held September 29 through October 4. Also, a market analysis and parking strategy report are being developed.

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.

1st QUARTER, July to September 2010

No changes reported.

Fruitvale TOD Phase II



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

Funding: Fruitvale Transit Village Phase II continues to seek subsidy funding for the affordable housing and infrastructure components of the project. They anticipate having financing in place to break ground on the project in early 2012.

Entitlements: Entitlements are in hand.

Programmed Funds Monitored by Alameda County CMA								
Index	Sponsor	Project Title	Fund Source	Program	Phase	FY	Date Req'd	
						Prog'd Amt (\$ x 000)	Required Activity	
1	BART	Dublin/Pleasanton BART Station Area TOD	CMA TIP	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	NA	\$ 2,508	Drawdown Grant	
	STIP	RIP-TE	Con	07/08	07/08	\$ 1,200	Accept Contract within 3 years from Award	
	STIP	RIP	Con	07/08	07/08	\$ 2,000	Accept Contract within 3 years from Award	
	STIP	RIP	Con	07/08	07/08	\$ 2,614	Accept Contract within 3 years from Award	
	FTA	Earmark	Con	NA	NA	\$ 300	Drawdown Grant	
	CMAQ	Lifeline	Con	08/09	08/09	\$ 1,386	Drawdown Grant	
	ACTIA	Para Gap	Con	NA	NA	\$ 141	Drawdown Grant	
	CMAQ	TLC	Con	07/08	07/08	\$ 2,000	Drawdown Grant	
	ACTIA	TCD	Con	NA	NA	\$ 230	Drawdown Grant	
	CMAQ	HIP	Con	07/08	07/08	\$ 544	Drawdown Grant	
	ACTIA	Bike/Ped Grant	Con	NA	NA	\$ 136	Drawdown Grant	
	RM2	Safe Routes to Trail	Con	07/08	07/08	\$ 325	Drawdown Grant	

Report Continued on Next Page

Programmed Funds Monitored by Alameda County CMA (cont.)									
Index	Sponsor	Project Title	Fund Source	Program	Phase	FY	Prog'd Amt (\$ x 000)	Required Activity	Date Req'd
4	Oakland CMA TIP	Oakland Coliseum BART Station Area TOD			Con	NA	\$ 500	Submit Quarterly Progress Report	10/15/10
		STIP	RIP-TE	Con	10/11	\$ 885	Allocate Funds Added to 2010 STIP	6/30/11	
		FTA	Earmark	Con	NA	\$ 600	Agreement with Transit Agency (Note 3)	1/17/13	
		CMAQ		Con	06/07	\$ 89	Liquidate Funds Submit Invoice at least once every 6 months		
		TDA		Con	NA	\$ 189			
5	Oakland CMAQ	West Oakland BART Station Area TOD			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 CMA TIP	MacArthur BART Station Area TOD			PE	04/05	\$ 500	Submit Quarterly Progress Report	10/15/10
		CMAQ		Con	07/08	\$ 100	Liquidate Funds 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	Submit Final Invoice Within 6 months of contract acceptance		
		STIP	RIP-TE	Con	10/11	\$ 954	Allocate Funds Added to 2010 STIP with BART as sponsor	6/30/11	

Report Continued on Next Page

Programmed Funds Monitored by Alameda County CMA (cont.)						
Index	Sponsor	Project Title	Phase	FY	Prog'd Amt (\$ x 000)	Date Req'd
	Fund Source	Program			Required Activity	
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 (6-Mo Ext App'd by CTC 9/23/10)
	STIP	RIP-TE	Con	06/07	\$ 2,000	Accept Contract (6-Mo Ext App'd by CTC 9/23/10)
	STIP	RIP	Con	05/06	\$ 720	Accept Contract (6-Mo Ext App'd by CTC 9/23/10)
	STIP	RIP	Con	06/07	\$ 9,787	Accept Contract (6-Mo Ext App'd by CTC 9/23/10)
	STIP	RIP	Con	07/08	\$ 4,600	Accept Contract (6-Mo Ext App'd by CTC 9/23/10)
	TCRP		Con	NA	\$ 1,880	Drawdown Grant
	SAFETEA-LU	Earmark	Con	NA	\$ 3,553	(Note 2)
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.						
1 CMAQ 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 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.						
4 Funds with "NA" shown under FY do not have a specific fiscal year associated with the programming.						

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Memorandum

DATE: October 21, 2010

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Authorization to Extend Four Measure B Grant Agreement End Dates**

Recommendations:

It is recommended that the Commission approve extensions to the following Measure B grant agreements:

- No. A07-0005 – City of Berkeley’s Aquatic Park Connection Streetscape Improvement Project
- No. A07-0008 – City of Berkeley’s Ashby BART Station/Ed Roberts Campus (ERC) Pedestrian and Bicycle Access and Safety Project
- No. A06-0027 – City of Berkeley’s Ashby BART Station/Ed Roberts Campus (ERC) Paratransit Gap Grant Funds
- No. A07-0013 – City of San Leandro’s San Leandro Bay Trail Slough Bridge Project

This action will not change the grant funding amounts for these projects.

Summary:

The following Measure B grant-funded projects have requested time extensions to enable the Project Sponsors to complete the projects. In all cases, staff recommends extending the grant agreement expiration dates to October 31, 2011, which will align the agreements with other Measure B grants timelines, facilitating streamlined grant administration. All of the Project Sponsors anticipate completing their projects well in advance of this date.

No. A07-0005 – City of Berkeley - Aquatic Park Connection Streetscape Improvement Project

The grant funding period for the City of Berkeley’s CDF grant agreement for the Aquatic Park Connection Streetscape Improvement Project ends on September 30, 2010, and the grant agreement is scheduled to expire December 31, 2010. The City anticipates not meeting these dates due to unexpected integration and redesign of the underground utility and irrigation for the newly planned adjacent Animal Shelter, that has delayed construction considerably, and the probability of rainy season delays. The project will likely be completed by June 2011.

Staff's recommendation is to extend the grant agreement expiration date to October 31, 2011 to allow project completion and alignment with other grant agreements.

No. A07-0008 – City of Berkeley- Ashby BART Station/Ed Roberts Campus (ERC) Pedestrian and Bicycle Access and Safety Project and No. A06-0027 for a Paratransit Waiting Area

The grant funding period for the City of Berkeley's grant agreements for the Ashby BART Station/Ed Roberts Campus (ERC) Pedestrian and Bicycle Access and Safety project and the Paratransit Waiting Area project were expected to be complete by June 30, 2010, and the grant agreements are scheduled to expire October 31, 2010. Although construction is ongoing and is 95% complete, the ERC project will not be finished by October 31.

The ERC is scheduled to officially open in November 2010. The grant-required post-project bicycle and pedestrian counts will be more accurate if conducted after that time, but not in the middle of winter. In addition, the paratransit grant requires post construction photos.

Staff recommends extending these grant agreement expiration date to October 31, 2011 to allow the completion of the project punch-list, project close-out activities, and production of final deliverables, and to align it with other grant agreements.

No. A07-0013 – City of San Leandro – San Leandro Bay Trail Slough Bridge Project

The grant funding period for the City of San Leandro's CDF grant agreement for the Bay Trail Slough Bridge project expired June 30, 2010, and the grant agreement is scheduled to expire October 31, 2010. Although the bridge was completed and opened to the public in May 2010, the City needs an additional few months to complete federal and sponsor billing, finalize deliverables and to conduct bicycle and pedestrian counts, as required by the grant.

Although the Sponsor requested an extension to December 31, 2010, staff recommends extending the grant agreement expiration date to October 31, 2011 to align the deadline with other grant agreements.

Fiscal Impacts:

There are no fiscal impacts.

Memorandum

DATE: October 4, 2010

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Acceptance of Semi-Annual Capital Projects Status Update**

Recommendation:

It is recommended that the Commission accept the Semi-Annual Capital Projects Status Update for six (6) remaining projects from the 1986 Measure B Expenditure Plan and all of the capital projects included in the 2000 Measure B Expenditure Plan.

Summary:

The Semi-Annual Capital Projects Status Update provides information related to a total of 40 capital projects, including six projects remaining from the 1986 Measure B Expenditure Plan; and 34 from the 2000 Measure B Expenditure Plan. The six projects from the 1986 Measure B, identified by an “MB” in the project number, represent the remaining capital projects from the earlier Measure B that are not yet substantially complete. The 2000 Measure B Expenditure Plan included commitments of Measure B funding for 27 capital projects and studies, identified by “ACTIA” in the project number. Some of these projects have been split into smaller projects or combined with other projects to accelerate delivery of useable segments and facilitate project monitoring and controls. The original 27 projects are currently represented by 34 projects. The 40 projects (ACTA plus ACTIA) can be divided into four (4) categories based on the primary intended benefits: Mass Transit, Highway, Local Streets and Roads, and Bicycle and Pedestrian.

A brief overview of the 40 projects is as follows:

- Eleven (11) projects and studies in the mass transit category, 16 in the highway category, 12 in the local streets and roads category, and 1 in the bicycle and pedestrian category.
- One project is programmatic in nature: the Altamont Commuter Express Rail project (ACTIA 1), where the full funding and environmental clearance deadlines are not applicable because the Measure B funds will be expended on a list of small projects, over time. The operator of the ACE service, the San Joaquin Regional Rail Commission, and the Project Sponsor Alameda County Congestion Management Agency, cooperatively determine the discrete projects that use the Measure B funding.
- Four projects are considered as “Study Only,” i.e. no Measure B funding for construction phase identified at this time:

- I-880/Broadway-Jackson Interchange Improvement (ACTIA 10), co-sponsored with the City of Alameda;
- I-680/I-880 Cross Connector Studies (ACTIA 22), sponsored by the Alameda County Congestion Management Agency (ACCMA);
- I-580 Corridor/BART to Livermore Studies (ACTIA 26), co-sponsored by BART and ACCMA; and
- Central Alameda County Freeway System Operational Analysis (MB 240), co-sponsored with the ACCMA.
- Two projects have their construction schedules tied to the delivery schedule of larger non-Measure B funded projects:
 - I-580 Westbound Auxiliary Lane (Airway Boulevard to Fallon Road) (ACTIA 14B), sponsored by ACCMA. This project will be delivered as a component of a larger project, the I-580 Westbound High Occupancy Vehicle (HOV) lanes, which is funded by Regional Measure 2 and State Corridor Mobility Improvement Account (CMIA) funds; and
 - Phase 2 of the Westgate Parkway Extension (ACTIA 18B), sponsored by the City of San Leandro. The construction of a useable segment of this project was completed in 2006. The last segment is being evaluated and coordinated with the larger project to reconstruct the I-880/Davis Street interchange.
- With the exception of the Studies discussed above, the status of the remaining 2000 Measure B projects is summarized as follows:
 - Eleven (11) projects have been completed, including the I-238 Widening project, which is the second largest Measure B funded highway project.
 - Ten (10) projects are currently under construction, including the BART Warm Springs Extension which is a capital project with one of the largest Measure B commitments in the 2000 Measure B program.
 - Two (2) projects, the BART Oakland Airport Connector and the I-80 Integrated Corridor Mobility projects, are scheduled to begin construction by the end of 2010.
 - Three projects are scheduled to begin construction in 2011, one in 2012, and two projects will begin construction in 2013.
 - Two projects have undetermined construction dates: the Iron Horse Transit Route Project in Dublin, and the Dumbarton Rail Corridor project.
- The 2000 Measure B Expenditure Plan included deadlines for establishing of Full Funding Plans and Environmental Clearance for capital projects. The Authority has approved extensions to those deadlines for the following projects:
 - The Oakland Airport Connector (ACTIA 3) received an extension for the Full Funding Plan requirement to March 31, 2011. (Note: requirement has been satisfied at the time of this update.);
 - The Dumbarton Rail Corridor project (ACTIA 25) received extensions for both the Full Funding Plan requirement and the Environmental Clearance requirement to March 31, 2011;

- The Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A, also known as East Bay BRT) received an extension for the Environmental Clearance requirement to March 31, 2012; and
- The Route 92/Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15) received an extension for the Environmental Clearance requirement to March 31, 2011;

The remaining commitments of Measure B funding to capital projects from the 1986 Measure B are included in the current balance in the Authority's ACTA balances of more than \$190 million.

The current estimated cost of the 2000 Measure B capital program is about \$3.5 billion and the current estimated Measure B funding commitment for all of the projects is about \$756 million (2010/2011 dollars), or approximately 22% of the total cost of the program. To date, the Board has allocated more than \$597 million to the projects in the capital program.

Discussion or Background:

1986 Measure B (ACTA) Capital Projects

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (one day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan which have deleted projects from the 1986 Expenditure Plan and created replacement projects.

- Amendment No. 1 to the 1986 Expenditure Plan deleted the Hayward Bypass Project and added four replacement projects:
 - Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
 - I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12);
 - Central Alameda County Freeway System Operational Analysis (MB240); and
 - Castro Valley Local Area Traffic Circulation Improvement Project (MB241).
- Amendment No. 2 to the 1986 Expenditure Plan deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added a replacement project for the Historic Parkway:
 - I-880 to Mission Boulevard East-West Connector Project in (MB226).

The following seven projects are not yet substantially complete and have remaining commitments of Measure B funding from the 1986 Measure B:

- I-880/Route 92 Interchange Project (MB175);
- I-880/Mission Boulevard (Route 262) Phase 1B/2 Project (MB196);
- I-880 to Mission Boulevard East-West Connector Project (MB226);
- Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
- I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12);
- Central Alameda County Freeway System Operational Analysis (MB240); and

- Castro Valley Local Area Traffic Circulation Improvement Project (MB241).
(Note: MB239 is a funding commitment from the 1986 Measure B to ACTIA 12 from the 2000 Measure B, i.e. the same project.)

2000 Measure B (ACTIA) Capital Projects

The 2000 Measure B (ACTIA) program of capital projects was developed by a countywide committee that represented a diverse set of modal and geographic interests of the electorate. The resulting Expenditure Plan includes 27 projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. Some of the projects have been segmented into multiple stages or distinct projects, for ease of implementation, creating a total of 34 projects or project segments.

Since 2002, when the 2000 Measure B began collecting taxes, staff has worked closely with each of the Project Sponsors to deliver Measure B-funded projects. This has included securing full funding by leveraging Measure B funds with federal and state funds, and actively working to advance the projects through each project development phase, not only to meet the Measure B requirement for full funding and environmental clearance, but also to meet the needs of the travelling public as quickly as possible. Through taking measured risks and aggressively pursuing a variety of funding opportunities, and working in close partnership with project sponsors, as well as state and regional funding agencies, the Authority has brought nearly two-thirds (62%) of the capital projects into the construction phase in about one-third of Measure B's 20-year term, based on the Measure B contributions. While the downturn in the economy has substantially decreased external funding to many transportation projects and Measure B funding to pass-through programs, it brought one of the most favorable public works bidding environment in decades. The timing of this favorable bidding market has proven to be an asset in the success of the current overall capital program delivery. The remaining projects to be delivered face an uncertainty with the outside funding that the previously delivered projects did not experience.

Remaining 1986 Measure B (ACTA) Capital Projects and 2000 Measure B (ACTIA) Capital Projects

Table 1 summarizes all of the capital projects, i.e. the remaining 1986 Measure B projects and all of the 2000 Measure B projects, and provides the amount of funding from non-Measure B sources that contribute to the projects. The non-Measure B sources contribute over \$3.3 billion to the programs. These sources do not escalate and can be vulnerable in the current fiscal climate. However, project readiness and expedient project delivery has been shown to be effective in maintaining the funds with each project.

Over the history of the 2000 Measure B, the annual revenues increased each year from the beginning of collection on April 1, 2002 until FY 2008-09. In FY 2008-09, the revenues were down 14% from the previous budget, and then dropped another 12% in FY 2009-10. Given the recent trends and the depth of the current economic recession, the current revenue projections are

assumed to remain flat through FY 2010-11, and then increase annually by four percent for subsequent years. The revenue forecast represents a constraint on the cumulative amount of Measure B funds that can be committed to the capital projects.

The Authority confirms commitments of Measure B funds to the capital projects annually in the Strategic Plan Update process. The project balance is adjusted at the beginning of each fiscal year using a project escalation factor, or PEF, which is based on a variety of cost indices. Given the significant down turn in projected revenue, in combination with the variations in the cost indices, the PEF for the FY 2010-11 Strategic Plan was set at 1.0 and is assumed to be 1.0 through FY 2011-12. This scenario accommodates the expected allocations to deliver the projects. The rate of draw down from the Measure B capital projects balance will accelerate due to several large projects recently entering the construction phase, or preparing to enter the construction phase. The first segment of the Warm Springs Extension project (ACTIA 2), the subway portion, is now under construction and the second portion is expected to break ground in mid-2011. The BART Oakland Connector project (ACTIA 3) recently cleared some funding hurdles and should break ground within a few months; and the Route 84 Expressway project (ACTIA 24), currently in the design phase, will go to construction in early 2012. The Route 238/Mission-Foothill-Jackson Corridor Improvement project (MB238) was also recently awarded by the City of Hayward.

The funding for the commitments to the 1986 Measure B projects is currently in the Authority's ACTA balances, and therefore available when needed. The current revenue and expenditure projections for the 2000 Measure B program show the cumulative expenditures exceeding the cumulative revenues within a couple of years, depending on the timing of project delivery and the availability of non-Measure B funding for the remaining projects. The need for the Authority to use some type of debt financing is being assessed regularly by the staff and project controls team as project delivery uncertainties are reduced.

Project Schedules

Currently, of the 40 projects, eleven projects totaling \$120 million in Measure B commitments are complete. Current project schedules show another project will be completed by the end of 2010, five in 2011, two in 2012, and four in 2013. The eight remaining projects with established timeframes for construction are expected to be completed between 2014 and 2017, about five years before the end of the sales tax collection period. Five other projects do not have scheduled construction dates at this time.

At the halfway point of the twenty-year tax collection period, or March 2012, all but four projects from the 2000 Measure B (Telegraph Avenue Corridor Bus Rapid Transit, Iron Horse Transit Route, Route 92/Clawiter-Whitesell Interchange, and Dumbarton Rail Corridor) will have begun construction. Also, at the halfway point of the Measure, 17 of 34 projects will have completed construction, and the remaining 12 projects with scheduled dates will be completed before 2017. Table 2 summarizes the construction time frame for each project, grouped by the starting year of construction.

Completed Projects

To date, the Authority has completed eleven projects totaling over \$120 million in Measure B funds worth a total of \$222 million. Additionally, the projects currently under construction represent improvements worth \$2.0 billion, including \$456 million of Measure B funds. Table 2 summarizes the Measure B Capital projects by year of construction and demonstrates that the promise to the voters is not only being kept, but before the mid-point of the sales tax collection period in 2012, only five projects from the 2000 Measure B, other than the “Study Only” projects, will not be under construction.

Two of the capital projects from the 2000 Measure B program reached significant milestones related to public access during September 2010. A ribbon cutting ceremony was held for the I-580 Interchange Project in Castro Valley (ACTIA 12) to mark the opening of the facility to public traffic; and another ceremony was held to acknowledge the launch of the new Express Lane along southbound I-680 over the Sunol Grade (ACTIA 8). The tolling operations along the new Express Lane facility began the morning of Monday, September 20, 2010.

Projects in the Pipeline to Construction

As shown in Table 2, two projects will begin construction in 2010; four more will begin during 2011, two in 2012, and two more in 2013. The status of each of these projects, as well as the four “Study Only” projects and three projects with undetermined construction dates, is discussed below.

Projects to Begin Construction in 2010

- BART Oakland Airport Connector (OAC) (ACTIA 3)
BART recently overcame some funding hurdles to clear the path for contract award. In February 2009, the MTC approved \$70 million in American Recovery and Reinvestment Act (ARRA) funds for OAC, which was contingent upon completion of a full funding plan by June 30, 2009, execution of an ARRA grant application by November 30, 2009, and BART award of a contract by December 31, 2009. On December 10, the BART Board awarded a Design Build Operate and Maintain (DBOM) contract to Flatiron/Parsons Joint Venture, contingent upon the Federal Transit Administration (FTA) approvals for the ARRA and New Starts funds.

Though BART met all of the Metropolitan Transportation Commission (MTC) requirements to advance the OAC project, on January 15, 2010, the FTA advised BART that due to the agency allegedly not completing a service equity analysis for the project, the project was not in compliance with Title VI of the Civil Rights Act of 1964 and the ARRA funds were at risk. The FTA indicated that if BART wished to pursue the ARRA funds, then an action plan to correct Title VI deficiencies was required to be submitted and ARRA funds would be withheld until compliance with the Title VI requirements was achieved. At a hearing on January 27, 2010, the MTC reiterated their support for the project and gave BART until February 16, 2010 to submit the report and gain concurrence from FTA on an acceptable action plan to correct Title VI deficiencies. If the deadline was not met, then the ARRA funds would be redistributed to Tier 2 transit rehabilitation and preventive maintenance projects throughout the region. On February 12, 2010, the FTA rejected the BART action

plan, resulting in the loss of the \$70 million in ARRA funds for the OAC project. BART has since worked with the Authority, MTC, and the Alameda County Congestion Management Agency to secure replacement funding for the OAC project, including funds programmed in the 2010 State Transportation Improvement Program (STIP).

With a full funding plan in place, BART awarded the contract (again) in September 2010 and construction should begin before the end of the year.

- I-80 Integrated Corridor Mobility (ACTIA 27B)
The San Pablo Avenue Transit and Arterial Operations Improvements project in Alameda and Contra Costa counties is an integral component of the I-80 Integrated Corridor Mobility project. The corridor management project consists of multiple systems and strategies that collectively will address the traffic challenges in the I-80 corridor, both on the freeway and along major arterials. The ACTIA funded project will provide project development funds for the arterial and transit improvements along San Pablo Avenue. Project development is ongoing and construction is anticipated to begin by the end of 2010.

Projects to Begin Construction between 2011 and 2013

- BART Warm Springs Extension (WSX) – Phase 2 (ACTIA 2)
The first phase of the WSX project, the Central Park Subway construction began in September 2009 and completion is expected in 2013. Preliminary engineering for the second phase - Line, Track, Stations and Systems (LTSS) contract - was completed in Fall 2009. The timing of the availability of the funds from state sources needed to be addressed prior to initiation of the Phase 2 construction, and the funding is now in place. BART issued a Request for Proposals (RFP) to the list of pre-qualified design-build contractors in September 2010. The contract is expected to be awarded in the Spring of 2011. Revenue service is scheduled to begin in late 2014.
- Telegraph Avenue/ International Boulevard/E. 14th Street Bus Rapid Transit (BRT) – (Project 7A)
AC Transit, the project sponsor, has been pursuing environmental approval of a Bus Rapid Transit project since early 2003. A three-year environmental clearance time extension (to March 31, 2012) was granted by the ACTIA Board in March 2009. This project is very complex with numerous environmental, jurisdictional and funding/cost issues.

The Policy Steering Committee approved a condensed schedule for adoption of the Locally Preferred Alternative (LPA) by April 2010. The new schedule included public outreach and workshops within each of the local jurisdictions. All three jurisdictions, Berkeley, Oakland and San Leandro have made presentations on the LPA to their planning commissions and adoption of an LPA by the AC Transit Board occurred in June 2010.

In late 2009, AC Transit requested diversion of \$35 million of Congestion Mitigation Air Quality (CMAQ) funds from the BRT project to cover transit operations deficits. While the MTC authorized the diversion, the FTA declared the CMAQ funds ineligible for operating

purposes. The CMAQ funds, however, are no longer eligible for project use. The diversion of the capital funds required a reassessment of the funding plan. In early 2010, the Federal Transit Administration (FTA) awarded the project the first \$15 million in Small Starts funding for the design phase; the funds will be available for use after AC Transit has secured a Record of Decision (ROD) for the project.

The Alameda County Congestion Management Agency (ACCMA) has initiated a corridor level study with the local jurisdictions to address broader transportation and land use goals that are beyond the scope of the Bus Rapid Transit project. The ACCMA was denied an initial grant request from the state to advance these activities, but they are looking for alternative funding sources.

- I-580 Auxiliary Lane Projects (Westbound I-580, Airway Boulevard to Fallon Road) (ACTIA 14B)

The project has been incorporated into the ACCMA's I-580 Westbound HOV Lane project, which will be constructed in two segments. The western segment of the project includes the ACTIA Auxiliary Lane project. Environmental clearance was complete in October 2009. Final design is expected to be completed in Spring 2011 and construction will begin in Summer 2011.

- Route 92 Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15)

This project is being developed by the City of Hayward in deliverable segments, with Phase 1 being the West A Street and Whitesell Drive Extensions to be delivered with ACTIA funds and Phase 2 being the Route 92/Clawiter Road – Whitesell Drive Interchange to be delivered with other funds. The City of Hayward received a one-year extension to the environmental clearance deadline in March 2009. Final design is expected to be complete in 2013 and construction will begin thereafter. Environmental studies for the Phase 2 project will commence, once funds are available from the Local Alternative Transportation Improvement Program (LATIP). The LATIP has been approved by the California Transportation Commission, and will provide for receipt of funds from sale of the State-owned right associated with the Route 238 Hayward Bypass. The environmental study and approval of the Phase 2 project would require additional time extensions.

On September 25, 2009, staff received a letter from the City of Hayward describing the issues that have arisen with the proposed alignment for the West A Street Extension between Hesperian Boulevard and Corsair Boulevard. The issue relates to a reclassification of the Hayward Executive Airport by the Federal Aviation Administration, which results in the length of the safety area at the end of the runway being extended from 300 feet to 1,000 feet, which would affect the proposed West A Street Extension. The proposed Whitesell Drive Extension would remain as originally planned. The City of Hayward has reviewed alternative alignments for the West A Street Extension, including a Tunnel Alternative and a Realigned Surface Alternative. The City has determined both proposed alternatives to be infeasible, but has identified other improvement options, in lieu of the West A Street Extension, that may meet the project objectives and accommodate vehicles seeking access to the Hayward industrial area. The ACTIA Board approved the revised project scope in June 2010.

- Westgate Extension to Davis Street – Phase 2 (ACTIA 18B)
The City of San Leandro is implementing the project in two stages. Construction of Stage 1, the southerly portion of Westgate Parkway extension to Williams Street, is complete. Stage 2 is currently in the design phase. Stage 2 will improve traffic operations on Davis Street by adding a lane of traffic in each direction on Davis Street, between the proposed southbound I-880 off-ramp and Timothy Street and improve the Timothy/Warden Street and Davis Street intersection, including all transitions on the approaches. Stage 2 will also provide a safe pedestrian access across Davis Street with a proposed elevated pedestrian bridge. Preliminary design of pedestrian bridge is underway and the City will request public input once preliminary design is complete.
- E. 14th Street/Hesperian Boulevard/150th Street Improvements (ACTIA 19)
This project, sponsored by the City of San Leandro, will construct improvements including adding turn lanes, constructing bus stop pockets and reconfiguring lanes. Environmental clearance was completed in November 2005. Design and property acquisition is currently underway, with construction anticipated to begin during 2011.
- Route 84 Expressway (ACTIA 24)
This project, co-sponsored by the City of Livermore, is being delivered by ACTIA, with consultant assistance, and will widen Route 84 from two lanes to four and six lanes between Ruby Hill Drive and Jack London Boulevard. Environmental Clearance was completed on August 5, 2008, and the US Fish and Wildlife Service issued the Biological Opinion on February 1, 2008.

Design for the Route 84 Expressway project is nearing completion and right-of-way acquisition has been initiated. The long-lead task is utility relocation and efforts are underway to finalize the relocation of the electric transmission lines with PG&E.

Funding for the project includes 2000 Measure B, local funds from the Tri-Valley Transportation Council (TVTC), and recently secured \$20 million of state bond funding from the Corridor Mobility Improvement Account (CMIA). The baseline agreement for the CMIA funding was approved by the California Transportation Commission (CTC) in September 2010. The project is being split into two segments with the first segment expected to enter construction in early 2012, and the second in late 2012.
- I-880/Mission Boulevard (Route 262) Interchange Phase 1B/2 (MB196)
This project includes a portion of the interchange project (Phase 1B) combined with the Warren Avenue Grade Separation project and the relocation of railroad facilities within the project limits. The Santa Clara Valley Transportation Authority (VTA) is implementing the project which is currently in the design phase.

The project is funded by a variety of sources including local funds from the VTA and the City of Fremont, state bond funds from the Highway-Railroad Crossing Safety Account

(HRCSA), 1986 Measure B funds remaining from Phase 1A, and STIP funds remaining from Phase 1A. The VTA is in the process of submitting an application to the CTC for additional state bond funds from the Corridor Mobility Improvement Account (CMIA).

- I-880 to Mission Boulevard East-West Connector (MB226)

The Authority is implementing this project in cooperation with the cities of Union City and Fremont. The Final Environmental Impact Report was certified on May 28, 2009 and the project was approved by the ACTA Board on June 25, 2009. Final design is proceeding and construction is anticipated to begin during 2012.

An updated project cost estimate of \$211 million was prepared in July 2008. Available funding for this project is approximately \$110 million, including \$88 million in Measure B funds. Additional funding is anticipated from various sources, including the dedication of required publicly owned right-of-way, possible future STIP programming and city contributions, Measure B capital reserve surplus, and proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway. SB 791 was enacted in September 2008, making this project eligible to receive funds generated by the state of state-owned right-of-way associated with the State Route 84 Historic Parkway.

The proposed alignment passes under UPRR at two locations and under BART at one location. The segment of the project which includes all three crossings also contains a portion of the redirected flood control facility. The railroad and BART crossings will most likely require shooflies (i.e. temporary track detours around the work zone) which can be costly and potentially have their own environmental and right-of-way impacts. No major schedule impacts have been identified at this time.

Projects to Begin Construction after 2013

- Iron Horse Transit Route (ACTIA 9)

The environmental document for this project, a Mitigated Negative Declaration, was certified by the Dublin City Council in Spring 2007. The City Council, at its hearing approving the FY 2007-08 Capital Improvement Program, tentatively extended the next phases of the project beyond FY 2010-11 in order to better coincide with anticipated funding availability. The Authority approved revised project limits and scope at their May 2010 meeting. A timeframe for construction has not been determined at this point.

- Dumbarton Rail Corridor (DRC) (ACTIA 25)

The project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. New cost updates for the project released in September 2009 show that the funding shortfall for delivery of the full Dumbarton Rail Corridor project has increased to approximately \$400 million. Though a phased project approach has been recommended to deliver the project, it would not fully address the funding issues.

This project received a two-year extension to the Environmental Clearance and the Full Funding Plan deadline in March 2009. The publication of the Draft EIS/EIR is on hold, pending direction from the Policy Advisory Committee (PAC) on how to address the funding shortfall. In December 2009, the PAC requested that staff reevaluate the project scope and update ridership projections. The initial findings from the reevaluation and projections were presented to the PAC at their May 2010 meeting. The PAC is also looking at the potential for funding interim bus operations to enhance ridership on the Dumbarton Bridge and is looking at opportunities for early right-of-way acquisition of the Oakland Subdivision (this segment has already received CEQA environmental clearance by Union City). A timeframe for construction has not been determined at this point.

- **Castro Valley Local Area Traffic Circulation Improvement (MB241)**
This project is being implemented by the Alameda County Public Works Agency and consists of a traffic circulation study in the Castro Valley area to identify problem areas and to determine a range of improvements and alternatives to address the problems. The study is scheduled for completion during 2010. The County presented conceptual alternatives in the area of Norbridge Avenue, Strobridge Avenue, Castro Valley Boulevard and the I-580 westbound Strobridge off-ramp to the Castro Valley Municipal Advisory Council in September 2009 with an update in June 2010. Outreach to the public and local businesses also occurred during June 2010. The County is working with Caltrans to determine the requirements to implement the project on the Caltrans facilities. The final study will incorporate the Caltrans comments. There is no timeframe for construction established at this time.

Projects Included as “Study Only”

- **I-880 Broadway/Jackson Street Interchange (ACTIA 10)**
This project is a study to identify improvements between I-880, I-980 and local streets including access to and from the Posey/Webster Tubes into Alameda. The Project Study Report is expected to be complete by the end of 2010.

In order to build project consensus among the various stakeholders and to develop an alternative to move forward into the environmental phase, the Authority engaged a consultant to act as a dedicated project manager. Efforts continue toward developing a project to move into the environmental phase.

- **I-680/I-880 Cross Connector Studies (ACTIA 22)**
In 2001, the Santa Clara Valley Transportation Authority (SCVTA) led a study to investigate alternatives for potential I-680/I-880 cross connections along six corridors: three in Alameda County and three in Santa Clara. The final report was completed in June 2005, and identified a program of improvements in each County. In mid-2006, the Alameda County Congestion Management Agency (ACCMA) selected a consultant to explore improvements within Alameda County between I-680 and I-880. The ACCMA consultant is currently working with ACTIA and the City of Fremont to develop a Project Study Report (PSR) for the

Mission Boulevard/Warm Springs Corridor. The PSR is scheduled for completion during 2011.

- I-580 Corridor/BART to Livermore Studies (ACTIA 26)
This project involves studies to evaluate improvements in the I-580 Corridor including highway, rail/transit or other parallel route improvements and right-of-way preservation for future rail corridor. Measure B funds are targeted for right-of-way preservation west of the Fallon Road/El Charro Road interchange and to undertake additional studies to determine the rail alignment in that area. In November 2009, BART released a program level Draft EIR that evaluated different alignments for the BART extension to Livermore, with the goal of gaining consensus on a BART Extension project. The comment period on the Draft EIR closed in January 2010 and the Final Program EIR was certified on July 1, 2010.
- Central Alameda County Freeway System Operational Analysis (MB240)
This project is being implemented by the Alameda Congestion Management Agency (ACCMA), and consists of an Operational Analysis (completed in late 2007) and selected Project Study Reports (PSR's) for projects in Central Alameda County identified during the analysis. The ACCMA will proceed to complete the PSRs separately for several selected projects on the approved prioritized LATIP project list beginning in 2011.

The project included the development of a LATIP, which is a prioritized list of congestion relief transportation projects in the same corridors that would have benefited from the original SR 238 Hayward Bypass project and that could be constructed in the next five to ten years. The LATIP was approved by the CTC, and is required to program the proceeds from the sales of the right-of-way that was preserved for the Hayward Bypass project.

General

Measure B has proven to be a steady and reliable funding source, even in uncertain economic times. The Measure B Capital Projects are well underway to being delivered substantially before the end of the sales tax collection period, and the Alameda County residents will have the benefit of the full complement of the capital projects being available to improve mobility throughout the county. The next challenge will be to meet the needs of a changing environment, including greenhouse gases, the aging population and gaps in connections, as well as funding the projects.

Role of the Transportation Sales Tax

As previously noted, the local contributions to transportation improvements have been playing an increasingly important role. Alameda County voters have authorized two transportation $\frac{1}{2}\text{¢}$ sales taxes over the last three decades. The first 15-year transportation sales tax was approved by voters in 1986 and collection of the sales tax for the first Measure B concluded in 2002. The second $\frac{1}{2}\text{¢}$ sales tax was a 20-year program approved by voters in November 2000 with sales tax collection starting in April 2002 when the first tax measure concluded. Combined, these two programs will contribute approximately \$1.8 billion in Measure B funds to transportation improvements in Alameda County. These funds will be used to leverage other federal, state,

regional, and local funding sources, thereby accomplishing a total investment package of over \$5.2 billion.

For both measures, the largest single recipient of sales tax funds was capital projects, however the shift in percentages between the first and second Measure B expenditure plans, reflects the changing priorities for the county. For the second Measure B (ACTIA), funding for capital projects decreased as a percentage of the total revenues, while contributions to transit and paratransit services and local streets and roads increased. In the second measure, funding for bicycle and pedestrian improvements and transit center development was also added. Funding for transit capital projects also increased substantially in the 2000 Measure B 2000 from 26 percent of the capital expenditures in 1986 to 52 percent of the capital expenditures.

While implementation is still occurring on a handful of ACTA projects, the remaining six active projects are all expected to be completed by 2013. Delivery of the ACTIA projects has occurred at a more rapid pace:

- At eight years into the collection of the 2000 Measure B sales tax, eleven of the capital projects from the 2000 Measure B have been completed;
- An additional nine projects are in construction and another two are expected to go to construction in 2010; and
- Three of the projects provide study money only and each of these projects is underway as well.

While the funding landscape has been constantly changing in recent years, assuming our matching funds are available:

- Another three projects are expected to be in construction by the end of 2011;
- By 2013, all projects, except the Iron Horse Transit Route (ACTIA 9) and Dumbarton Rail Corridor (ACTIA 25), which have undetermined construction dates, are anticipated to be completed or in construction; and
- Completion of all of these projects is anticipated by 2017, which is five years before the expiration of the sales tax measure.

Although ACTIA has had success in project delivery for the 2000 program, there are still projects that we have not been able to fully deliver due to cost increases and funding shortfalls, for example the Dumbarton Corridor Rail project. New transit investments within the county continue to be identified, but funding sources have not been identified and/or secured, for example, the BART Livermore Extension. In addition, with the changing legislative landscape, new challenges to transportation planning and infrastructure provision are arising. The initiation of the update of the Alameda Countywide Transportation Plan (CWTP) in 2010 provides a unique opportunity to work with the ACCMA to not only cooperatively update the CWTP and to incorporate the new mandates, but also to integrate a new vision for transportation investment into a potential next sales tax initiative. By moving forward with these two activities

simultaneously, it will be possible to focus the limited resources available to the county in the best way to achieve a shared vision of transportation for the future.

Fiscal Impacts:

There is no direct fiscal impact anticipated from the recommended action.

Attachments:

Attachment A – 1986 and 2000 Measure B Capital Projects Summary of Fund Sources

Attachment B – 1986 and 2000 Measure B Capital Projects Summary

**Table 1 - 1986 and 2000 Measure B Capital Projects
Summary of Fund Sources**

ACTIA Project No.	Project Name	Project Type	Project Funding Sources (\$ x million)							Total Funding (All Sources)
			1986 Measure B	2000 Measure B	Federal	State	Regional	Local	Other	
ACTIA 1	Altamont Commuter Express Rail	Mass Transit	\$ -	\$ 13.2	\$ 5.5	\$ 84.1	\$ -	\$ 59.0	\$ 243.9	\$ 405.7
ACTIA 2	BART Warm Springs Extension	Mass Transit	\$ -	\$ 224.4	\$ -	\$ 299.4	\$ 321.0	\$ 49.2	\$ -	\$ 894.0
ACTIA 3	BART Oakland Airport Connector	Mass Transit	\$ -	\$ 89.1	\$ 130.7	\$ 78.9	\$ 146.2	\$ 39.3	\$ -	\$ 484.2
ACTIA 4	Downtown Oakland Streetscape Improvement	Bicycle and Pedestrian	\$ -	\$ 6.4	\$ -	\$ -	\$ -	\$ 8.5	\$ -	\$ 14.9
ACTIA 5	Fruitvale Transit Village	Mass Transit	\$ -	\$ 4.4	\$ -	\$ 7.7	\$ -	\$ 1.4	\$ -	\$ 13.5
ACTIA 6	Union City Intermodal Station	Mass Transit	\$ -	\$ 12.6	\$ 20.4	\$ 7.7	\$ -	\$ 6.3	\$ -	\$ 47.0
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	Mass Transit	\$ -	\$ 10.4	\$ 95.1	\$ 52.7	\$ 50.2	\$ -	\$ 24.2	\$ 232.6
ACTIA 7B	San Pablo Corridor Rapid Bus	Mass Transit	\$ -	\$ 2.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.8
ACTIA 7C	Telegraph Avenue Corridor Rapid Bus	Mass Transit	\$ -	\$ 11.2	\$ -	\$ 8.9	\$ 6.7	\$ -	\$ -	\$ 26.8
ACTIA 8 ¹	I-680 Sunol Express Lanes	Highway	\$ -	\$ 35.2	\$ 5.4	\$ 8.0	\$ -	\$ 8.0	\$ -	\$ 56.6
ACTIA 9	Iron Horse Transit Route	Mass Transit	\$ -	\$ 6.3	\$ -	\$ -	\$ -	\$ 4.9	\$ -	\$ 11.2
ACTIA 10	I-880/Broadway-Jackson Interchange Improvement	Highway	\$ -	\$ 8.1	\$ -	\$ 6.0	\$ -	\$ -	\$ -	\$ 14.1
ACTIA 11	I-880/Washington Avenue Interchange Improvement	Highway	\$ -	\$ 1.3	\$ 0.5	\$ -	\$ -	\$ 1.4	\$ -	\$ 3.2
ACTIA 12 ²	I-580 /Castro Valley Interchanges Improvements	Highway	\$ 15.0	\$ 11.5	\$ 1.9	\$ 4.8	\$ -	\$ -	\$ -	\$ 33.2
ACTIA 13 ³	Lewelling/East Lewelling Boulevard Widening	Local Streets and Roads	\$ -	\$ 13.1	\$ -	\$ 4.3	\$ -	\$ 13.9	\$ -	\$ 31.3
ACTIA 14A	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	Highway	\$ -	\$ 2.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.5
ACTIA 14B	I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)	Highway	\$ -	\$ 2.7	\$ -	\$ -	\$ -	\$ 2.4	\$ -	\$ 5.1
ACTIA 14C ⁴	I-580 EB Auxiliary Lane (El Chorro Road to Airway Boulevard)	Highway	\$ -	\$ 7.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7.8
ACTIA 15	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Highway	\$ -	\$ 27.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27.0
ACTIA 16	Oakland Local Streets Rehabilitation	Local Streets and Roads	\$ -	\$ 5.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.3
ACTIA 17A	Hesperian/Lewelling Boulevard Intersection Improvement - Stage 1	Local Streets and Roads	\$ -	\$ 0.6	\$ -	\$ -	\$ -	\$ 0.1	\$ -	\$ 0.7
ACTIA 17B ³	Hesperian/Lewelling Boulevard Intersection Improvement - Stage 2	Local Streets and Roads	\$ -	\$ 0.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.7
ACTIA 18A	Westgate Parkway Extension - Stage 1	Local Streets and Roads	\$ -	\$ 7.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7.9
ACTIA 18B	Westgate Parkway Extension	Local Streets and Roads	\$ -	\$ 2.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.8
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	Local Streets and Roads	\$ -	\$ 1.0	\$ -	\$ -	\$ -	\$ 2.1	\$ -	\$ 3.1
ACTIA 20	Newark Local Streets Rehabilitation	Local Streets and Roads	\$ -	\$ 1.4	\$ -	\$ -	\$ -	\$ 4.1	\$ -	\$ 5.5
ACTIA 21	I-238 Widening	Highway	\$ -	\$ 81.0	\$ 18.3	\$ 29.2	\$ -	\$ 3.3	\$ -	\$ 131.8

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.
¹Total Project Funding amount shown includes southbound Express Lane costs plus \$20M of Measure B remaining for northbound.
²ACTIA 12 includes 1986 Measure B funding from MB 239.
³A portion of the scope from ACTIA 17B was incorporated into ACTIA 13.
⁴2000 Measure B funding for ACTIA 14C exchanged for State funds. Measure B funds made available for ACTIA 21.

Table 1. - 1986 and 2000 Measure B Capital Projects
Summary of Fund Sources

Updated September 2010

ACTIA Project No.	Project Name	Project Type	Project Funding Sources (\$ x million)							Total Funding (All Sources)
			1986 Measure B	2000 Measure B	Federal	State	Regional	Local	Other	
ACTIA 22	I-680/I-880 Cross Connector Studies	Highway	\$ -	\$ 1.2	\$ -	\$ 1.0	\$ -	\$ 0.3	\$ -	\$ 2.5
ACTIA 23	Isabel Avenue - Route 84/I-580 Interchange	Highway	\$ -	\$ 26.5	\$ 11.3	\$ 68.0	\$ -	\$ 48.6	\$ -	\$ 154.4
ACTIA 24	Route 84 Expressway	Highway	\$ -	\$ 96.5	\$ -	\$ -	\$ -	\$ 10.0	\$ 20.7	\$ 127.2
ACTIA 25	Dumbarton Rail Corridor	Mass Transit	\$ -	\$ 19.4	\$ -	\$ 39.0	\$ 134.9	\$ 108.0	\$ 399.4	\$ 700.7
ACTIA 26	I-580 Corridor/BART to Livermore Studies ROW Preservation	Mass Transit	\$ -	\$ 11.8	\$ -	\$ 1.8	\$ -	\$ 1.2	\$ -	\$ 14.8
ACTIA 27	Emerging Projects	-	\$ -	\$ 7.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7.5
ACTIA 27A	Vasco Road Safety Improvements	Local Streets and Roads	\$ -	\$ 1.5	\$ 4.7	\$ 12.2	\$ -	\$ 4.0	\$ -	\$ 22.4
ACTIA 27B	I-80 Integrated Corridor Mobility Project	Highway	\$ -	\$ 1.3	\$ 3.2	\$ 77.7	\$ 10.7	\$ -	\$ -	\$ 92.9
MB175	I-880/Route 92 Interchange	Highway	\$ 9.6	\$ -	\$ -	\$ -	\$ 235.0	\$ -	\$ -	\$ 244.6
MB196	I-880/Route 262 Mission Boulevard Interchange - Phase 1B/2	Highway	\$ 3.5	\$ -	\$ 3.8	\$ 64.3	\$ -	\$ 23.3	\$ 57.3	\$ 152.2
MB226	I-880 to Mission Boulevard East-West Connector	Local Streets and Roads	\$ 88.8	\$ -	\$ -	\$ 9.3	\$ -	\$ 8.6	\$ 104.2	\$ 210.9
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	Local Streets and Roads	\$ 80.0	\$ -	\$ -	\$ -	\$ -	\$ 11.5	\$ 6.5	\$ 98.0
MB239	Included in ACTIA 12	Highway	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MB240	Central Alameda County Freeway System Operational Analysis	Highway	\$ 5.0	\$ -	\$ -	\$ -	\$ -	\$ 0.7	\$ -	\$ 5.7
MB241	Castro Valley/Local Area Traffic Circulation Improvement	Local Streets and Roads	\$ 5.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.0
1986 AND 2000 MEASURE B PROJECTS TOTAL			\$ 206.9	\$ 756.4	\$ 300.8	\$ 865.0	\$ 905.9	\$ 418.9	\$ 856.2	\$ 4,310.1

Table 2 - 1986 and 2000 Measure B Capital Projects Summary

Updated September 2010

Completed Projects	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
						Measure B Commitment	Total Funding (All Sources)
ACTIA 5	Fruitvale Transit Village	Mass Transit	Complete	October 2002	March 2004	\$ 4.4	\$ 13.5
ACTIA 7B	San Pablo Corridor Rapid Bus	Mass Transit	Complete	March 2008	December 2009	\$ 2.8	\$ 2.8
ACTIA 7C	Telegraph Avenue Corridor Rapid Bus	Mass Transit	Complete	June 2005	December 2009	\$ 11.2	\$ 26.8
ACTIA 11	I-880/Washington Avenue Interchange Improvement	Highway	Complete	April 2009	May 2010	\$ 1.3	\$ 3.2
ACTIA 14A	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	Highway	Complete	March 2009	December 2009	\$ 2.5	\$ 2.5
ACTIA 16	Oakland Local Streets Rehabilitation	Local Streets and Roads	Complete	July 2004	December 2006	\$ 5.3	\$ 5.3
ACTIA 17A	Hesperian/Lewelling Boulevard Intersection Improvement - Stage 1	Local Streets and Roads	Complete	October 2003	June 2004	\$ 0.6	\$ 0.7
ACTIA 18A	Westgate Parkway Extension - Stage 1	Local Streets and Roads	Complete	June 2004	October 2006	\$ 7.9	\$ 7.9
ACTIA 20	Newark Local Streets Rehabilitation	Local Streets and Roads	Complete	June 2003	February 2006	\$ 1.4	\$ 5.5
ACTIA 21 ¹	I-238 Widening	Highway	Complete	September 2006	October 2009	\$ 81.0	\$ 131.8
ACTIA 27A	Vasco Road Safety Improvements	Local Streets and Roads	Complete	January 2005	June 2009	\$ 1.5	\$ 22.4
SUBTOTAL (11 Completed Projects)						\$ 119.9	\$ 222.4

Currently in Construction	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
						Measure B Commitment	Total Funding (All Sources)
ACTIA 1	Altamont Commuter Express Rail	Mass Transit	Construction	June 2003	TBD	\$ 13.2	\$ 405.7
ACTIA 2	BART Warm Springs Extension	Mass Transit	Construction	September 2009	June 2014	\$ 224.4	\$ 894.0
ACTIA 4 - Phase 4A, 4B, 4C, Phase 4D complete	Downtown Oakland Streetscape Improvement	Bicycle and Pedestrian	Construction on hold	September 2007	June 2015	\$ 6.4	\$ 14.9
ACTIA 6	Union City Intermodal Station	Mass Transit	Construction	June 2007	March 2011	\$ 12.6	\$ 47.0
ACTIA 8	I-680 Sunol Express Lanes	Highway	Construction	October 2008	October 2010	\$ 35.2	\$ 56.6
ACTIA 12	I-580/Castro Valley Interchanges Improvements	Highway	Construction	June 2008	January 2011	\$ 11.5	\$ 33.2
ACTIA 13/17B	Lewelling/East Lewelling Boulevard Widening and Hesperian Boulevard/Lewelling Boulevard Intersection Improvement	Local Streets and Roads	Construction	July 2009	December 2011	\$ 13.8	\$ 32.0
ACTIA 14C	I-580 EB Auxiliary Lane (El Chorro Road to Airway Boulevard)	Highway	Construction	January 2009	May 2011	\$ 7.8	\$ 7.8
ACTIA 23	Isabel Avenue - Route 84/I-580 Interchange	Highway	Construction	January 2009	April 2012	\$ 26.5	\$ 154.4
MB175 ²	I-880/Route 92 Interchange	Highway	Construction	October 2007	September 2011	\$ 9.6	\$ 244.6
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	Local Streets and Roads	Construction	August 2010	December 2012	\$ 80.0	\$ 98.0
MB239 ³	I-580/Redwood Road Interchange	Highway	Construction	September 2008	January 2011	\$ 15.0	\$ -
SUBTOTAL (12 Projects in Construction)						\$ 456.0	\$ 1,988.2

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.
¹ 2000 Measure B funding for ACTIA 14C exchanged for State funds. Measure B funds made available for ACTIA 21.
² Project was part of the Route 880 (Nimitz) Widening Project and was segmented to accelerate project delivery.
³ Project costs for MB 239 included with ACTIA 12.

Table 2 - 1986 and 2000 Measure B Capital Projects Summary

Updated September 2010

Construction to Begin in 2010	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)		
						Measure B Commitment	Total Funding (All Sources)	
ACTIA 3	BART Oakland Airport Connector	Mass Transit	Construction	February 2010	June 2013	\$ 89.1	\$ 484.2	
ACTIA 27B	I-80 Integrated Corridor Mobility	Highway	Design	December 2010	May 2013	\$ 1.3	\$ 92.9	
SUBTOTAL (2 Projects to Begin Construction in 2010)							\$ 90.4	\$ 577.1
Construction to Begin in 2011-2013	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)		
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	Mass Transit	Environmental	January 2013	September 2016	\$ 10.4	\$ 232.6	
ACTIA 14B	I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)	Highway	Design	December 2011	October 2013	\$ 2.7	\$ 5.1	
ACTIA 15	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Highway	Environmental	July 2013	January 2015	\$ 27.0	\$ 27.0	
ACTIA 18B	Westgate Parkway Extension	Local Streets and Roads	Design	May 2011	September 2014	\$ 2.8	\$ 2.8	
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	Local Streets and Roads	Design	July 2011	April 2013	\$ 1.0	\$ 3.1	
ACTIA 24	Route 84 Expressway	Highway	Design	February 2012	April 2014	\$ 96.5	\$ 127.2	
MB196 ²	I-880/Route 262 Mission Boulevard Interchange - Phase 1B/2	Highway	Design and Right-of-Way	November 2011	Late 2014	\$ 3.5	\$ 152.2	
MB226	I-880 to Mission Boulevard East-West Connector	Local Streets and Roads	Design and Right-of-Way	May 2012	December 2014	\$ 88.8	\$ 210.9	
SUBTOTAL (4 Projects Begin Construction in 2011, 2 Projects Begin Construction in 2013)							\$ 232.7	\$ 760.9
Project Studies, Undetermined Construction Schedules, and Emerging Project	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)		
ACTIA 9	Iron Horse Transit Route	Mass Transit	Design	TBD	TBD	\$ 6.3	\$ 11.2	
ACTIA 10	I-880/Broadway-Jackson Interchange Improvement	Highway	Scoping	N/A	N/A	\$ 8.1	\$ 14.1	
ACTIA 22	I-680/I-880 Cross Connector Studies	Highway	Scoping	N/A	N/A	\$ 1.2	\$ 2.5	
ACTIA 25	Dumbarton Rail Corridor	Mass Transit	Environmental	TBD	TBD	\$ 19.4	\$ 700.7	
ACTIA 26	I-580 Corridor/BART to Livermore Studies	Mass Transit	Environmental	N/A	N/A	\$ 11.8	\$ 14.8	
ACTIA 27	Emerging Projects	-	-	N/A	N/A	\$ 7.5	\$ 7.5	
MB240	Central Alameda County Freeway System Operational Analysis	Highway	Scoping	N/A	N/A	\$ 5.0	\$ 5.7	
MB241	Castro Valley Local Area Traffic Circulation Improvement	Local Streets and Roads	Preliminary Engineering	TBD	TBD	\$ 5.0	\$ 5.0	
SUBTOTAL (5 Project Studies, 2 Undetermined Construction Schedules, and 1 Undefined Project)							\$ 64.3	\$ 761.5

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.
² Project was part of the Route 880 (Nimitz) Widening Project and was segmented to accelerate project delivery.
³ Project costs for MB 239 included with ACTIA 12.



CMA Financial Overview

Update #9

October 11, 2010

Dick Swanson

Director of Finance and Administration



Contents

- I. Background
- II. Financial Challenges:
 1. Cost Recovery
 2. Capacity to Finance Project Cash Flow Requirements from Exchange Fund
- III. Five-Year Financial Look Ahead

2



I. Background

Previous financial overviews covered:

- ◆ A historical review of CMA revenues and expenses
- ◆ Financial challenges facing the CMA

The purpose of the financial overviews is to update the Finance and Administration Committee (FAC) on progress in meeting these financial challenges.

3



Background (continued)

This ninth update will provide information on progress in meeting financial challenges and provide a snapshot of project and program activity through FY 2014/2015.

4

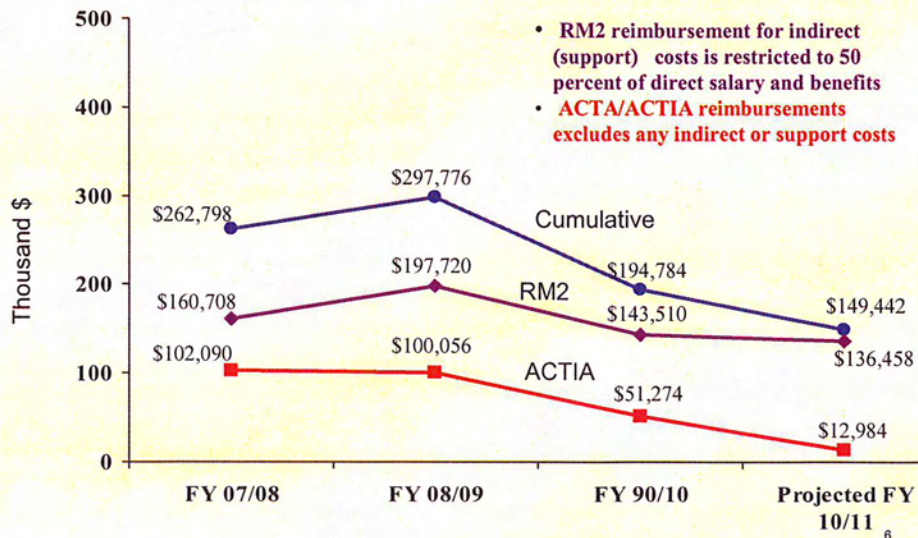


II. Financial Challenges

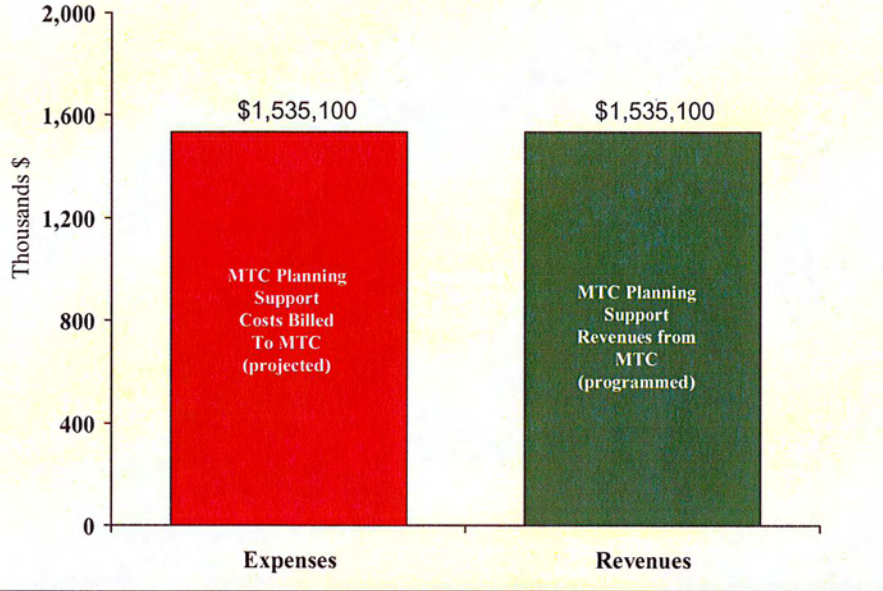
1. Cost Recovery:
 - a) Indirect Cost Recovery
 - RM2 and ACTIA funded Projects
 - a) Cost Recovery
 - MTC Planning Support Activities
2. Capacity to Finance Project Cash Flow Requirements from Exchange Fund

5

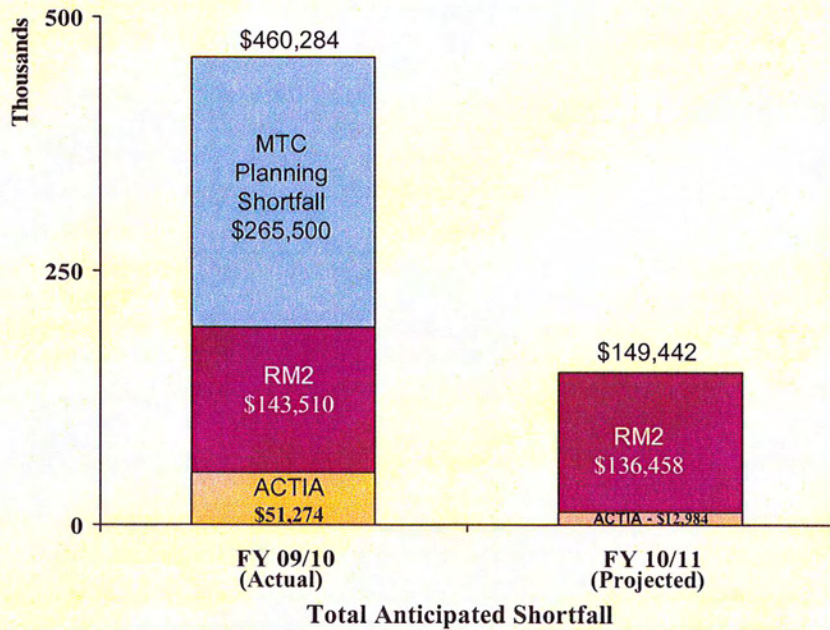
Challenge #1a: Unrecovered Indirect Costs: RM2 and ACTIA Projects



Challenge #1b: Cost Recovery on MTC Planning Support Activities – FY 2010/11



Challenge #1: Cost Recovery Mitigation Measures



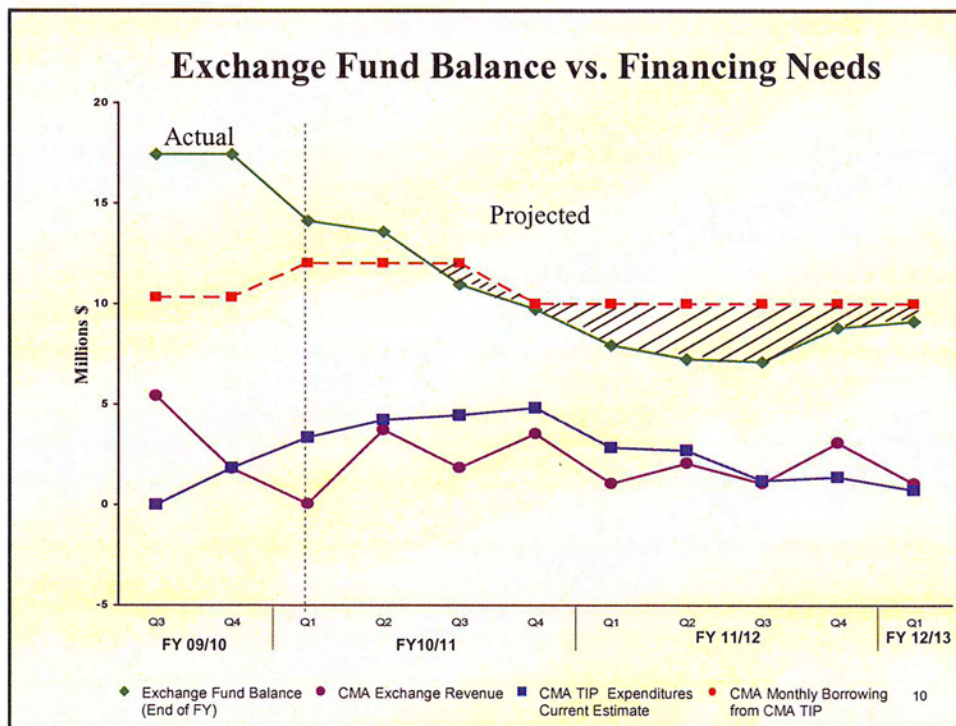


Challenge #2: Capacity to Finance Project Cash Flow Requirements

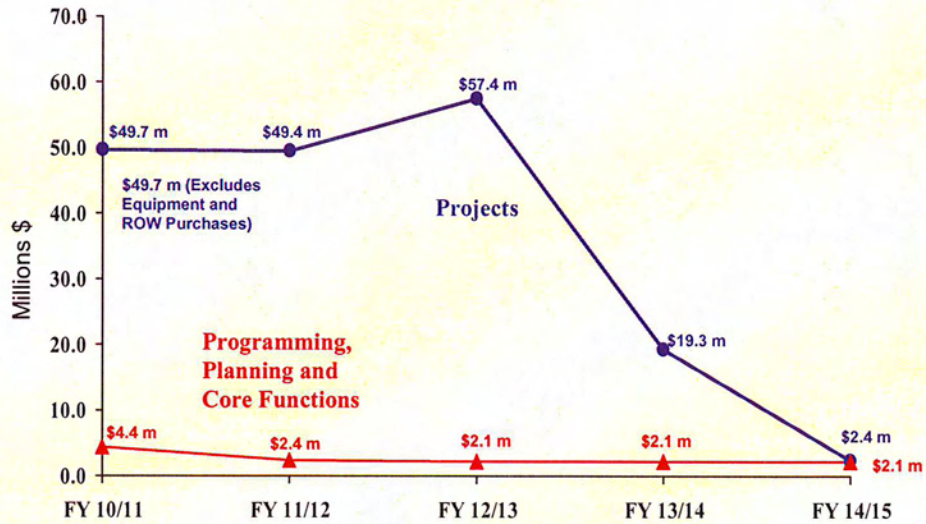
The CMA's monthly cash flow requirements to fund projects require sufficient resources to finance the "float" required between invoice payment and receipt of reimbursement. In most instances, the CMA is required to use the Exchange Fund (CMA-TIP) as the short-term source of funds to finance this month-to-month float.

To evaluate the adequacy of the Exchange Fund, staff updates the forecast of Fund revenues and expenditures on a monthly basis and compares the resultant Fund balance to our project financing requirements.

9



III. Five Year Financial Look Ahead



11



III. Five Year Financial Look Ahead

In reviewing the CMA's forecasted activities over the next five years, the following trends stand out:

- 1) Project development work along with construction support and oversight work is projected to remain relatively constant through FY 12/13. By FY 14/15, the project related work is projected to decline by about 66%.
- 2) Programming and core function activities remain relatively stable through FY 14/15.
- 3) Although the planning activities decline somewhat historically, the CMA receives a substantial number of planning grants that, over time, have generated subsequent project related work.

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III. Five Year Financial Look Ahead (continuation)

As a consequence, the CMA needs to begin to identify strategies to compensate for the completion of projects currently underway.

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ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: October 12, 2010

TO: Alameda County Transportation Commission

FROM: Finance and Administrative Committee

SUBJECT: **Approval of the ACCMA Small Business Enterprise (SBE), Local Business Enterprise (LBE) and Disadvantaged Business Enterprise (DBE) Quarterly Report for the Period of July 1, 2010 through September 30, 2010**

Recommendation:

It is recommended that the Commission approve the attached ACCMA Quarterly SBE, LBE and DBE Report for the period of July 1, 2010 to September 30, 2010.

Summary:

SBE and LBE Quarterly Report (First Quarter)

In the current reporting period there were a total of nine (9) contracts awarded by the ACCMA. Of these contracts, approximately 87% of the amount awarded or \$5.8 million went to Local Business Enterprises (LBE) and 17% of the amount awarded or \$1.1 million went to Small Business Enterprises (SBE). In aggregate, the LBE goal of 70% and the SBE goal of 15% for Professional Services contracts were exceeded. No construction contracts were awarded for this period. (See Attachment A)

DBE Quarterly Report (Fourth Quarter)

There were five (5) contracts awarded for this period. All five met or exceeded the project specific goals. The Department of Transportation ("Caltrans") Local Assistance staff and/or the Local Assistance DBE Liaison Officer reviewed and approved the ACCMA's Annual Anticipated DBE Participation Level ("AADPL") and Underutilized Disadvantaged Business Enterprise ("UDBE") project specific goals. Utilization and attainment is tracked by ACCMA staff and audited by Caltrans to ensure compliance. No construction contracts were awarded for this period. (See Attachment A)

Overall Professional Services Contracts (Inception through September 30, 2010)

There are 56 active professional contracts worth approximately \$80 million that were awarded by ACCMA funded with local, state and/or federal funds. Overall, approximately 87% of the amount awarded or \$70 million went to LBEs and approximately 21% of the amount awarded or \$17 million went to SBEs.

Background:

LBE and SBE Program:

The ACCMA recognizes the challenges that small and local business enterprises may encounter when competing against larger more established businesses. One of ACCMA’s concerns is the under utilization of small and local business enterprises in ACCMA contracts. In an effort to encourage and promote participation of small and local business enterprises and to ensure that a fair proportion of the contracts are placed with these enterprises, ACCMA adopted a Small Business Enterprise Policy (“SBE Policy”) and Local Business Enterprise Policy (“LBE Policy”) for projects funded with local dollars. In 2006, the CMA Board approved a SBE and LBE policy pursuant to these policies for the procurement of professional services and construction. That policy set goals of 70% for LBE, 15% for SBE.

ACCMA has partnered with ACTIA to ensure compliance with local mandated requirements. In addition, L. Luster and Associates, ACTIA’s contract equity consultant, has assisted ACCMA in outreach efforts, certification information and support. This joint collaboration and partnership has enabled the ACCMA to exceed these LBE and SBE goals.

Summary of Results for Professional Contracts for the Current Reporting Period:

As shown in Table 1, the LBE goal of 70% and the SBE goal of 15% were exceeded for the active professional contracts, including active contracts that are state and/or federally funded where the goals are not applicable because of state and/or federal mandated requirements.

TABLE 1 – Contracts Awarded with Local Funds						
LBE/SLBE Contracts: Goals = 70% for LBE; 15% for SBE						
Contract Funding Type	Number of Contracts	Payments from July 1, 2010 through September 30, 2010				
		Total Contract Amount	Amount Awarded to LBE	LBE %	Amount Awarded to SBE	SBE
Local	3	\$1,187,515	\$1,007,515	85%	\$68,000	6%
State / Federal	6	\$5,499,418	\$4,782,014	87%	\$1,051,739	19%
Total	9	\$6,686,933	\$5,789,529	87%	\$1,119,739	17%

Summary of Results for Active Professional Services Contracts:

ACCMA has historically met or exceeded adopted goals for LBE and SBE contract participation due to our aggressive interagency outreach and the assistance from other local agencies such as ACTIA and the County of Alameda. As shown in Table 2, the LBE goal of 70% and the SBE goal of 15% were exceeded for all active professional contracts, including contracts that are state and/or federally funded where the goals are not applicable because of state and/or federal mandated requirements.

TABLE 2 – Active Professional Services Contracts LBE/SLBE Contracts: Goals = 70% for LBE; 15% for SBE							
Contract Funding Type	Number of Contracts	Payments from Start Date through September 30, 2010					
		Total Contract Amount	Total Payment Amount	Amount Awarded to LBE Firms	LBE %	Amount Awarded to SBE Firms	SBE
Local	31	\$23,817,584	\$21,743,365	\$21,577,821	91%	\$2,891,545	12%
State / Federal	25	\$56,604,547	\$47,732,992	\$48,084,079	85%	\$13,647,569	24%
Total	56	\$80,422,131	\$69,476,357	\$69,661,900	87%	\$16,539,114	21%

DBE Program:

Caltrans adopted a race conscious program based on the Federal Highway Administration’s (“FHWA”) approval of the 2009 Disadvantaged Business Enterprise (DBE) “Annual Overall Goal”. The FHWA approval requires implementation of the new DBE Program that includes a race conscious component. As part of the implementation of this race conscious program, local agencies must change to a race conscious DBE program to maintain federal funding eligibility. ACCMA Board adopted a Disadvantaged Business Enterprise (DBE) Participation Program on May 28, 2009, in compliance with the DBE regulations issued by the Department of Transportation (49 Code of Federal Regulations Part 26).

Caltrans and FHWA provides oversight relative to DBE Program compliance and goal attainment reporting as part of the project administration and monitoring to ensure there is equal participation of the DBE groups specified in 49 CFR 26.5. ACCMA specifies a goal for Underutilized Disadvantaged Business Enterprises (“UDBE”). UDBE firm is one that meets the definition of DBE and is a member of one of the following groups: Black Americans, Native Americans, Asian-Pacific Americans and Women. The approved Annual Anticipated Disadvantaged Participation Level (“AADPL”) for Federal Fiscal Year 2009/2010 is 5.40%, 1.21% Race Neutral and 4.19% Race Conscious.

Summary of Results for Contracts with DBE goals for FFY 2009/2010:

As shown in Table 3 of this report, the DBE percentage of 11% exceeded the AADPL of 5.4% approved by Caltrans for Federal Fiscal Year 2009/2010 for contracts that are state and/or federally funded.

TABLE 3 – Contracts with State / Federal Funding AADPL Overall: Goal = 5.4%				
Contract Funding Type	Number of Contracts	Contract Award from October 1, 2009 through September 30, 2010		
		Total Contract Amount	Amount Awarded to DBE	DBE %
State / Federal	9	\$12,257,606	\$1,338,486	11%
Total	9	\$12,257,606	\$1,338,486	11%

Outreach Activities Update:

For the Fiscal Year 2009-2010 reporting period, ACCMA has advertised 20 Request for Proposals (RFPs) / Request for Qualifications (RFQs) and/or Invitation for Bids (IFBs). In our outreach and procurement efforts, ACCMA had partnered with agencies such as Caltrans (Cal Mentor Program), County of Alameda Business Outreach Bureau (“BOB”), Small Business Administration and the Bay Area Business Outreach Committee (“BOC”). The BOC consists of 14 agencies such as AC Transit, BART, CCTA, GGBHTD, MTC, SamTrans, SFMTA, TJPA, VTA, WETA and WESTCAT. In addition, ACCMA retained the services of a construction outreach consultant, Anue Management Group to assist ACCMA with bonding and insurance services for small, local and disadvantaged business enterprises.

Next Steps:

ACCMA is committed to encourage and promote participation of small, local and disadvantaged business enterprises. The new Alameda CTC Executive Director, Arthur L. Dao, has directed ACCMA staff to continue work in these programs.

As part of various mandated funding requirements, ACCMA will continue to support the following areas: 1) participate in workshops and outreach events, targeting minority, women, local, small and disadvantage business participation, 2) publish all contracting opportunities on the ACCMA website at (www.accma.ca.gov), ACTIA’s website at (www.actia2022.com), and Alameda CTC website at (www.alamedactc.com), 3) hold pre-bid meetings 4) assist with bonding and insurance, when necessary, 5) develop a joint ACTIA and ACCMA database for mass emailing notices of procurements, 6) ensure compliance to prompt payment specifications, and 7) continue to build partnerships with other transportation agencies to increase participation of small, local and disadvantaged business enterprises.

Fiscal Impacts:

Approval of this Report has no fiscal impact.

Attachments:

Attachment A – SBE, LBE and DBE Report – Period of July 1, 2010 thru September 30, 2010

Quarterly SBE and LBE Report

Summary of Contracts (>\$50,000) Awarded from July 2010 through September 2010

Professional Services											
Project/Contract Name	Contract Type/Service	Contract Number	Contract Date	Prime	Subs	Firm Location	Fund Source	Total \$ Amount	Alameda Local Business	East Bay Local Business	SBE Firm
440.0 Webster Street SMART Corridor Project	Construction Management Services	A10-010	7/23/2010	Harris & Associates		Concord, CA	Local	\$ 112,000		\$ 112,000	
							Contract Total:	\$ 112,000	\$ -	\$ 112,000	\$ -
420.0 I-580 Eastbound HOV Lane Widening Project	Construction Inspection Services	A10-014	7/23/2010	S & C Engineers		Oakland, CA	State	\$ 202,929	\$ 202,929	\$ 202,929	\$ 202,929
100.0 Computer Support	Administrative Computer	A08-029.A1	8/2/10	Novari		San Francisco, CA	Local	\$ 68,000	\$ -	\$ 68,000	\$ 68,000
Various Project	Project Control Services	A07-004.2	8/10/10	APM		Pleasanton, CA	Federal	\$ 1,914,475	\$ 1,914,475	\$ 1,914,475	\$ -
424.0 I-580 Westbound HOT Lane Project	Final Design Services	A07-011.A3	8/16/10	BKF Engineers		Pleasanton, CA	Local	\$ 1,007,515	\$ 1,007,515	\$ 1,007,515	\$ -
							Contract Total:	\$ 1,007,515	\$ 1,007,515	\$ 1,007,515	\$ -
491.0 I-80 Integrated Corridor Mobility Project	System Integrator	A07-007.Ph3	8/23/10	Kimley-Horn		Oakland, CA	Federal	\$ 170,533	\$ 170,533	\$ 170,533	\$ -
410.0 I-880 SB HOV Lane Project	Design Services	A08-017.WMH	8/24/10	WMH Corporation		Oakland, CA	Federal	\$ 782,850	\$ 782,850	\$ 782,850	\$ 782,850
							Contract Total:	\$ 782,850	\$ 782,850	\$ 782,850	\$ -
265.0 I-80 / Gilman Interchange Improvements Project	Assist with the Preparation of Project Study Report (PSR) Services	A10-012	9/3/10	PB Americas	RBF Consulting	Oakland, CA	Federal	\$ 335,240	\$ 335,240	\$ 335,240	\$ -
					Fehr & Peers	Walnut Creek, CA		\$ 75,812	\$ 75,812	\$ 75,812	\$ -
					Bottomley Design and Planning	Oakland, CA		\$ 65,960	\$ 65,960	\$ 65,960	\$ -
					Vallier Design Associates, Inc.	Richmond, CA		\$ 5,060	\$ 5,060	\$ 5,060	\$ -
					Kittleson & Associates, Inc.	Portland, OR		\$ 29,455	\$ 29,455	\$ 29,455	\$ -
					Bicycle Solutions	San Mateo, CA		\$ 104,354	\$ 104,354	\$ 104,354	\$ -
					LSA	Bekeley, CA		\$ 9,570	\$ 9,570	\$ 9,570	\$ -
							Contract Total:	\$ 28,577	\$ 28,577	\$ 28,577	\$ -
							Contract Total:	\$ 654,028	\$ 335,240	\$ 549,674	\$ 65,960
410.0 I-880 North Safety and Operational Improvements at 23rd and 29th Street	Preparation of Plan, Specification & Estimates Services	A10-013	9/9/10	RBF Consulting	WMH Corporation	Oakland, CA	Federal	\$ 490,888	\$ 490,888	\$ 490,888	\$ -
					URS	Oakland, CA		\$ 396,352	\$ 396,352	\$ 396,352	\$ -
					BRG	Sacramento, CA		\$ 297,617	\$ 297,617	\$ 297,617	\$ -
					ARWS	Pleasant Hill, CA		\$ 22,401	\$ 22,401	\$ 22,401	\$ -
					Earth Mechanics	Oakland, CA		\$ 287,505	\$ 287,505	\$ 287,505	\$ -
					Kittleson & Associates, Inc.	Portland, OR		\$ 167,776	\$ 167,776	\$ 167,776	\$ -
					Haygood & Associates	Albany, CA		\$ 88,710	\$ 88,710	\$ 88,710	\$ -
							Contract Total:	\$ 23,354	\$ 23,354	\$ 23,354	\$ -
							Contract Total:	\$ 1,774,603	\$ 1,375,987	\$ 1,663,492	\$ -
							Professional Services Total:	\$ 6,686,933	\$ 5,789,529	\$ 6,471,468	\$ 1,119,739
							Percentage Awarded (7/1/10-9/30/10)	87%	87%	97%	17%
							CMA Adopted Goals		LBE 70%		SBE 15%

Report Notes:
 This report includes all contracts over \$50,000 awarded or amended from July 2010 through September 2010.
 This report excludes office rent, utilities, HR and Agency benefits, and the Agency's Sacramento and D.C. Representatives.
 If a contract was awarded prior to the reporting period of FY 09/10, only the contract amendments and change orders that were executed during FY 10/11 have been included in this report.

Quarterly DBE Report

Summary of Contracts (>\$50,000) Awarded from October 2009 through September 30, 2010													
Professional Services													
Project/Contract Name	Contract Type/Service	Contract Number	Contract Date	Prime	Subs	Firm Location	Fund Source	Total \$ Amount	DBE Firm				
491.0 - I80 Integrated Corridor Mobility Project	Systems Integrator / Manager Services	A07-007-Ph3	10/19/2009	Kimley-Horn		Oakland, CA	Federal	\$112,734					
					Contract Total: \$112,734 \$								
416.0 - I-580 Corridor Ramp Metering Project	Professional Services	A09-019	12/17/2009	WMH Corporation		Oakland, CA	Federal	\$210,720					
415.0 - Center to Center Program Communications Project	Professional Services	A08-009-A1	3/8/2010	DKS & Associates		Oakland, CA	Federal	\$318,636					
420.4 I-580 EB HOT Lane Project	System Integrator	A09-007	5/20/10	Electronic Transaction Consultants, Inc.		Richardson, TX	Federal ARRA	\$ 4,907,527					
						San Jose, CA		\$ 316,000					
						San Diego, CA		\$ 900,000	\$ 900,000	900,000			
						Oakland, CA		\$ 195,500	\$ 195,500	195,500			
		Contract Total: \$ 6,319,027 \$ 1,095,500											
Various Project	Project Control Services	A07-004.2	8/10/10	APM		Pleasanton, CA	Federal	\$ 1,914,475					
491.0 I-80 Integrated Corridor Mobility Project	System Integrator	A07-007-Ph3	8/23/10	Kimley-Horn		Oakland, CA	Federal	\$ 170,533					
					Contract Total: \$ 1,914,475								
410.0 I-880 SB HOV Lane Project	Design Services	A08-017-WMH	8/24/10	WMH Corporation		Oakland, CA	Federal	\$ 782,850					
		Contract Total: \$170,533 \$											
265.0 I-80 / Gilman Interchange Improvements Project	Assist with the Preparation of Project Study Report (PSR) Services	A10-012	9/3/10	PB Americas		Oakland, CA	Federal	\$ 335,240					
											RBF Consulting	Oakland, CA	\$ 75,812
											Fehr & Peers	Walnut Creek, CA	\$ 65,960
											Bottomley Design and Planning	Oakland, CA	\$ 5,060
											Vallier Design Associates, Inc.	Richmond, CA	\$ 29,455
	Kittleson & Associates, Inc.	Portland, OR	\$ 104,354										
	Bicycle Solutions	San Mateo, CA	\$ 9,570										
	LSA	Bekeley, CA	\$ 28,577										
		Contract Total: \$ 654,028 \$ 29,455											

Quarterly DBE Report

Summary of Contracts (>\$50,000) Awarded from October 2009 through September 30, 2010											
Professional Services											
Project/Contract Name	Contract Type/Service	Contract Number	Contract Date	Prime	Subs	Firm Location	Fund Source	Total \$ Amount	DBE Firm		
410.0 I-880 North Safety and Operational Improvements at 23rd and 28th Street	Preparation of Plan, Specification & Estimates Services	A10-013	9/9/10	RBF Consulting		Oakland, CA	Federal	\$ 490,888			
					WMH Corporation	Oakland, CA		\$ 396,352			
					URS	Oakland, CA		\$ 297,617			
					BRG	Sacramento, CA		\$ 22,401	\$ 22,401	22,401	
					ARWS	Pleasant Hill, CA		\$ 287,505			
					Earth Mechanics	Oakland, CA		\$ 167,776	\$ 167,776	167,776	
				Kittleson & Associates, Inc.	Portland, OR		\$ 88,710				
				Heygood & Associates	Albany, CA		\$ 23,354	\$ 23,354	23,354		
							Contract Total:	\$ 1,774,603	\$ 213,531		
							Percentage of Awarded	\$12,257,606	\$1,338,486		
							Percentage Awarded (10/1/09-9/30/10)			11%	
							Annual Anticipated DBE Participation Level (AADPL) for Federal FY 09/10			5.4%	

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ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

DATE: October 14, 2010

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Interagency Agreement Regarding Reimbursement and Allocation of Costs Associated with the Joint Operation of the Alameda County Transportation Commission (Alameda CTC), the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (CMA)**

Recommendations:

It is recommended that the Commission authorize the Chair to execute an agreement between Alameda CTC, ACTIA and CMA regarding reimbursement and allocation of costs during the period prior to the full merger and implementation of Alameda CTC.

Discussion or Background:

Until the ACTIA / CMA merger process is complete, Alameda CTC will be relying upon ACTIA and CMA employees and other resources for all of the Commission's work. Additionally, in the interests of efficiency, it is anticipated that ACTIA resources (including but not limited to employees and/or consultants) will be utilized to perform work related to CMA programs and projects, while CMA resources will be assigned to various ACTIA programs and projects. To ensure that the costs associated with such work are assigned to the appropriate entity, it is necessary to prepare and execute an agreement which requires appropriate recordkeeping and reimbursement arrangements.

The agreement will rely on certain key principles for allocating costs between the entities. Most importantly, the agreement will rely upon any cost allocation policies adopted by the ACTIA, CMA and/or Alameda CTC Boards or approved by the Executive Director. Costs specifically related to ACTIA or CMA programs or projects will be charged to those programs or projects, and costs related to overall administration of Alameda CTC will be split equally between ACTIA and CMA, except in unusual circumstances.

Fiscal Impacts:

Approval of the proposed action would have no direct fiscal impact. It would simply allow reimbursement arrangements between the three entities, and would ensure that costs incurred will be allocated to the appropriate entity.

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Mayor Jennifer Hosterman, City of Pleasanton

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

Ann Welsh
6036 Via De Los Cerros
Pleasanton, CA 94566
Email: annwelsh6@msn.com
Home Phone: (925) 461-7466
Term Began: October 2009
Term Expires: October 2011

ACTIA
OCT 14 2010
RECEIVED

Citizen Advisory Committee (CAC)

Appoint

Vacant

Brad Hottle

Appoint

Vacant

6268 Gibson Ct.
PLEASANTON, CA 94588

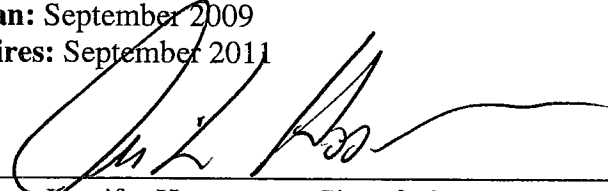
Mike Sedlak
443 Los Rios Court
Pleasanton, CA 94566
Email: mike@digitalsight.com
Home Phone: (925) 462-4547
Term Began: May 2010
Term Expires: May 2012

Paratransit Advisory and Planning Committee (PAPCO)

Carmen Rivera-Hendrickson
2451 Santa Rita Road, Apt. 4
Pleasanton, CA 94566
Email: xarrihen29@yahoo.com
Home Phone: (925) 339-0894
Term Began: September 2009
Term Expires: September 2011

10/11/10

Date



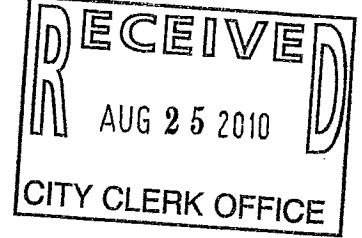
Mayor Jennifer Hosterman, City of Pleasanton

Check the box(es) and date and sign above to approve reappointment of members whose terms are expiring or to appoint new members. To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by mail or fax to:

Alameda CTC
Attn: Keonnis Taylor
1333 Broadway, Suite 300
Oakland, CA 94612
Fax: 510-893-6489



Alameda County Transportation Improvement Authority
1333 Broadway, Suite 300, Oakland, CA 94612 • TEL: 510-893-3347



Application for
Alameda County Transportation Improvement Authority's
Citizens Advisory Committee

The Alameda County Transportation Improvement Authority invites Alameda County residents to serve on its Citizens Advisory Committee. The CAC serves as a liaison between ACTIA and local communities on implementation of Measure B projects and programs. Each member is appointed by the ACTIA Board for a two-year term. The group currently meets on the third Thursday of the month, five (5) times per year from 5:30 to 8:30 p.m., and hosts quarterly Public Transportation Forums throughout Alameda County.

Please complete this application and return it to your ACTIA Board representative (listed at www.actia2022.com/board.html).

Name: Brad Hottle

Home Address: 6268 Gibson Ct. Pleasanton, Ca. 94588

Mailing address (if different): _____

Phone: (home) 925/249-9181 (work) 925/580-4617 (fax) _____

Email: bradhottle@yahoo.com

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Please provide a brief statement indicating why you are interested in serving on the ACTIA CAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** For each, please list the organization, address, position and dates. Also, please list your current employment status and employer, if applicable.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature

Date 8/25/10

Return Application to: Your ACTIA Board representative
See: www.actia2022.com/board.html

Questions? Contact: Keonnis Taylor
ACTIA Programs Coordinator
(510) 267-6120

Appointing ACTIA Board Member: <input checked="" type="checkbox"/> _____ Date: _____

Completed and signed forms may be faxed to ACTIA at 510-893-6489.

THE CITY OF



October 11, 2010

Brad Hottle
6268 Gibson Ct.
Pleasanton, CA 94588

Dear Brad,

It is my pleasure to inform you that I intend to recommend you be appointed as a member of the Alameda County Transportation Commission Citizen Advisory Committee. The Alameda County Transportation Commission will place my recommendation on their next regularly scheduled board meeting for approval.

You will be contacted by the Alameda County Transportation Commission with additional information. In the meantime, please call Tess Lengyel, Programs and Public Affairs Manager at (510) 267-6111 with any questions you might have.

I appreciate your continued interest in serving and look forward to working with you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Hosterman", written in a cursive style.

Jennifer Hosterman
Mayor

cc: Alameda County Transportation Commission

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TESS
LENGYEL



RECEIVED

Alameda County Transportation Improvement Authority
13 Broadway, Suite 300, Oakland, CA 94612 • TEL: 510-893-3300
SEP 21 2010

Application for
Alameda County Transportation Improvement Authority's
Citizens Watchdog Committee (CWC)

ACTIA

The Alameda County Transportation Improvement Authority invites Alameda County residents to serve on its Citizens Watchdog Committee. The CWC scrutinizes all financial and audit information related to Measure B, identifying any issues of concern, and reports their findings to the public. Each member is appointed to a two-year term, by an organization or elected official listed on the reverse page of this application.

Please complete this application and return it to your ACTIA Board representative (listed at www.actia2022.com/board.html).

Name: PETER MICHAEL DUBINSKY

Home Address: 695 POSADA WAY, FREMONT CA 94536

Mailing address (if different): _____

Phone: (home) 510-494-9181 (work) N/A (fax) _____

Email: foxrun9@comcast.net cell: 510-541-4951

Qualifications for Membership: Each CWC member shall be a resident of Alameda County, shall not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B Tax, or have any economic interest in any Project or Program.

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** List the organizations to which you are an active member.
- II. **Statement of Qualifications:** Please provide a brief statement indicating why you are interested and qualified to serve on the ACTIA Citizens Watchdog Committee.
- III. **Relevant Work or Volunteer Experience:** For each, please list the organization, address, position, and dates. Please list your current employment status and employer, if applicable.
- IV. **Bio or Resume**

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature _____ Date _____

Return Application to: Your ACTIA Board representative
See: www.actia2022.com/board.html
Questions? Contact: Keonnis Taylor
ACTIA Programs Coordinator
(510) 267-6120

Appointing Agency/ ACTIA Board Member: <u>Gail Steele</u>
Date: <u>Sept. 21, 2010</u>

Completed and signed forms may be faxed to ACTIA at 510-893-6489.

Peter Michael Dubinsky
695 Posada Way
Fremont, CA 94536

15 September 2010
Gail Steele
Supervisor, District#2
County of Alameda
Administration Building
1221 Oak Street, #536
Oakland, CA 94612

Dear Supervisor Steele,

RE: CTC (ACTIA) Citizen Watchdog Committee

This letter is to express my genuine interest in being considered for appointment to the Citizen's Watchdog Committee (CWC) of the Alameda County Transportation Improvement Authority (ACTIA). According to the on line information your office has the opportunity to make such an appointment for a citizen from District #2.

I am aware of the recent merger of ACTIA with the Alameda County Congestion Management Agency to become the County Transportation Committee (CTC) and based on my review of the on line information it was not clear that the CWC would be continuing as an active group. However based on a recent telephone conversation with Mr. Lee Perez of your staff it appears that the opportunity for such an appointment remains viable.

As citizen of Alameda County I have followed and commented on a number of transportation and other matters which effect and / or impact the City of Fremont and the County overall. For example I am a representative to the Dumbarton Rail Citizen's Advisory Panel from the City of Fremont. The opportunity to participate in local government and civic related matters in a manner whereby I can make a contribution is something that I have been doing for a number of years in the various communities and neighborhoods where I have lived. Those activities are listed as part of a brief Professional/Personal resume which is enclosed.

I am prepared to meet with you or a representative from your office to expand on my past professional and / or personal experience and to further explain my interest and willingness to serve on the Citizen Watchdog Committee.

Citizen involvement in local government is a step I see as meaningful and I would appreciate the opportunity to be considered for the CWC open position.

Sincerely,



Peter Michael Dubinsky
Enclosure- As Stated

Peter Michael Dubinsky
695 Posada Way
Fremont, CA 94536

510-494-9181, 510-541-4951(c)
foxrun9@comcast.net

Personal Information

Born: 09 February 1946, Rhode Island
Married: Sandra Ann Dubinsky
Children: Allison, Annie - both reside in Portland, Oregon

Professional Experience

Independent Consultant, Fremont, CA **2006-2010**
Provide compliance and quality consulting services to pharmaceutical and biotech firms.

- Conduct quality audits of internal processes and external suppliers.
- Conduct and report on evaluations of compliance exposure and risk.
- Draft standard operating procedures
- Develop and conduct training sessions for management and operational staff.
- Serve as an expert witness.

Instructor – University Extension Programs **2006-2010**

- On line and in class instructor in UC Berkeley & California State East Bay Extension programs addressing compliance, regulatory audits and quality matters in relation to clinical trial research.

Novartis (Chiron), Emeryville, CA **2003-2006**
Senior Director, Development Quality Assurance, Biopharma
Responsible for Quality Assurance (QA) programs in the Good Clinical Practice (GCP), Good Laboratory Practice (GLP) and Software Systems areas.

Wyeth, Radnor, PA **2001-2003**
Assistant Vice President, Compliance, Compliance Operations
Supervised Compliance Team composed of five senior personnel.

SangStat Medical, Fremont, CA **2000-2001**
Vice President, Compliance, Quality & Regulatory Affairs
Supervised and directed staff located in Global Quality & Regulatory Affairs Units-UK, USA, and France.

Alpha Therapeutic, Los Angeles, CA **1998-2000**
Director, Reg Affairs & Compliance
Directed Donor Center QA activities; Supplier Qualification; Device QA, hosting inspections, meetings with FDA and Risk Assessments.

Food and Drug Administration (FDA) 1974-1998

Deputy Director, Office of Compliance, CBER, Rockville, MD 1990-1998
Served as Chief Operating Officer for three Division Office with 62 FTEs. Oversaw resources, budget, policy development, compliance decisions, and program direction. Acting Director for one year.

Director, Office of Compliance 1988-1990
Division of Regulations and Bioresearch Monitoring, CBER, Rockville, MD

Chief, Case Management Branch, Office of Compliance 1985-1988
Center for Devices and Radiological Health, Silver Spring, MD

Civic – Neighborhood Activities

1978-1998 Montgomery County Maryland

- Chair, Citizens Advisory Committee to local (Four Corners) Master Plan
- President, Local Citizen's Association - 4 years- Championed the successful installation of sidewalks and traffic calming devices in a neighborhood of 750 homes.
- Chaired a County wide citizen's advisory committee on transportation issues- Traffic Calming in Neighborhoods impacted by cut-through traffic
- Served on Citizen's Advisory Board to County Executive
- Coordinated local neighborhood crime watch activities.

1998 – 2000 – Glendale, California

- Vice – President of Local Civic Association – Worked on securing protection for neighborhood from cut through traffic – Traffic Calming devices installed

2000-2002- Fremont, California

- Member of neighborhood group following Route 84 matter.

2003-2010 – Fremont, California

- Coordinate Neighborhood Watch - Emergency Preparedness for one area in the Rancho Arroyo Neighborhood
- Citizen Advisor to the Mayor for the Dumbarton Rail Corridor Project -2006-present
- Fremont representative to the Dumbarton Rail Citizen's Advisory Panel

Education

BS, Microbiology, University of Maryland, 1969



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SEP 27 2010

ACTIA

Application for
Alameda County Transportation Improvement Authority's
Citizens Watchdog Committee (CWC)

The Alameda County Transportation Improvement Authority invites Alameda County residents to serve on its Citizens Watchdog Committee. The CWC scrutinizes all financial and audit information related to Measure B, identifying any issues of concern, and reports their findings to the public. Each member is appointed to a two-year term, by an organization or elected official listed on the reverse page of this application.

Please complete this application and return it to your ACTIA Board representative (listed at www.actia2022.com/board.html).

Name: Miriam Hawley

Home Address: 1925 Hopkins Street

Mailing address (if different): _____

Phone: (home) 510-527-7727 (work) N/A (fax) 510-893-3347

Email: mbhawley@earthlink.net

Qualifications for Membership: Each CWC member shall be a resident of Alameda County, shall not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B Tax, or have any economic interest in any Project or Program.

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** List the organizations to which you are an active member.
- II. **Statement of Qualifications:** Please provide a brief statement indicating why you are interested and qualified to serve on the ACTIA Citizens Watchdog Committee.
- III. **Relevant Work or Volunteer Experience:** For each, please list the organization, address, position, and dates. Please list your current employment status and employer, if applicable.
- IV. **Bio or Resume**

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature Miriam Hawley Date 9/23/2010

Return Application to: Your ACTIA Board representative
Sec: www.actia2022.com/board.html

Questions? Contact: Keonnis Taylor
ACTIA Programs Coordinator
(510) 267-6120

Appointing Agency/ ACTIA Board Member: x _____ Date: _____

Completed and signed forms may be faxed to ACTIA at 510-893-6489.

Page 2

CWC Application

Miriam Hawley

I *Commission/Committee Experience: Organizations in which I am an active member:*

- League of Women Voters of the Bay Area: Board Member, Transportation Chair
- League of Women Voters of Berkeley, Albany, and Emeryville: Board Member
- Berkeley-Albany YMCA: Finance Committee member

II *Statement of Qualifications*

- I am familiar with the provisions of Measure B and with the work of ACTIA and ACTA due to my work on the Citizens' Advisory Committee for ACTA, as an alternate for Mayor Dean, as a Berkeley representative on ACTIA and ACTA, and later as Keith Carson's substitute on ACTA and ACTIA.
- As a member of the AC Transit Board, I participated in recommending projects for Measure B.
- As a member of the AC Transit Board and the Berkeley City Council, I evaluated budget proposals and participated in fiscal decision-making.
- I have a B.A. degree in Economics

III. *Relevant work and Volunteer Experience*

- I have worked for many years in transportation-related jobs. I was a project director, liaison to consultants, and the primary author of the final report of the federally-funded BART Impact Program, BART in the Bay Area
- As a Senior Consultant for Pacific Consultants, I managed a federally-funded, nation-wide study of the role of transportation in business location decisions, and wrote both the review of literature and the final report.
- As a sub-contractor, I worked with several Bay Area consulting firms on MTC-funded evaluations of transit operations in the Bay Area.
- As a member of the League of Women Voters, I have observed MTC meetings for the Bay Area Monitor, participated in the State League study of transportation issues, and participated in writing the report, Moving Right Along; and directed transportation advocacy committees for both the Berkeley League and the Bay Area League.

Page 3
CWC Application
Miriam Hawley

IV: *Resume*

Miriam Hawley

1925 Hopkins Street Berkeley, CA 94707

510. 527. 7727

Education:

B.A., Economics. Antioch College, Yellow Springs, Ohio
M.A., Urban History San Francisco State University, San Francisco, California

Elected Offices:

City Council, City of Berkeley. 2000-2004
Board of Directors, AC Transit District. 1966-2000

Board memberships:

- League of women Voters of Berkeley, Albany and Emeryville. Current
- League of Women Voters of the Bay Area. Current
- League of Women Voters of Berkeley Foundation. 2006-8
- Steering Committee, North Shattuck Project Association. 2007-9
- Downtown Berkeley YMCA. 2007-2009
- General Assembly, Association of Bay Area Governments. 2002-04
- Transportation Director, League of Women Voters of the Bay Area. 1995-6, and Current
- RIDES for Bay Area Commuters. 1996
- Citizens Advisory Committee, Alameda County Transportation Authority. 1995-6
- President, League of Women Voters of Berkeley, Albany, and Emeryville. 1993-5
- Alliance for AC Transit. 1995-6
- Chair, City of Berkeley Transportation Commission 1992

Professional Experience:

- Senior Consultant, Pacific Consultants and Boyd Consulting, Inc.; Project Manager for a nation-wide study of the role of transportation in business location decisions for the U.S. Department of Transportation.

Page 4
CWC Application
Miriam Hawley

- Staff member, BART Impact Program, administered by the Metropolitan Transportation Commission for the U.S. Department of Transportation. Liaison with BART, Manager of special projects, and Principal Author of the final report.
- Lecturer, American Urban History and American History: San Francisco State University and College of Notre Dame
- Community Education Director, Crisis & Suicide Intervention of Contra Costa County.

1

**Alameda CTC Commission Meeting 10/28/10
Agenda Item 6A**

Meeting Date: September, 9, 2010

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2010/2011

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires
1	Ms.	Tabata, Chair	Midori	Oakland	Councilmember Rebecca Kaplan, City of Oakland	Jul-06	Sep-08	Sep-10
2	Mr.	Van Demark, Vice-Chair	Tom	Oakland	Supervisor Miley, District 4	Oct-04	Jan-09	Jan-11
3	Mr.	Boyer	David	Union City	Mayor Mark Green, Union City	Nov-06	Nov-08	Nov-10
4	Mr.	Chen	Alexander	Fremont	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11
5	Ms.	Gigli	Lucy	Alameda	Supervisor Alice Lai-Bitker, District 3	Jan-07	Jan-09	Jan-11
6	Mr.	Johansen	Jeremy	San Leandro	Mayor Anthony Santos, San Leandro	Sep-10		Jan-12
7	Mr.	Jordan	Preston	Albany	Supervisor Carson, District 5	Oct-08	Sep-10	Sep-12
8	Mr.	Kirby	Glenn	Hayward	Supervisor Steele, District 2	Oct-03	Jan-10	Jan-12
9	Mr.	Salomone	Anthony	Union City	May Marshall Kamena, Livermore	Jan-10		Jan-12
10	Ms.	Welsh	Ann	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-09		Oct-11
11		Vacancy			Mayor Beverly Johnson, Alameda			

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**Alameda CTC Commission Meeting 10/28/10
Agenda Item 6B**

**Alameda County Transportation Commission
Citizen Advisory Committee
Roster and Attendance
Fiscal Year 2010/2011**

Meeting Date: October 21, 2010

Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Mr. Ferrier, Chair	Barry	Union City	Mayor Mark Green, Union City	Jan-04	Jan-10	Jan-12	0
2	Ms. Dorsey, Vice-Chair	Cynthia	Oakland	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
3	Ms. Brown	Meredith	Oakland	Supervisor Nate Miley, D-4	Apr-07	Apr-09	Apr-11	1
4	Mr. Castro	Norbert	San Leandro	Mayor Anthony Santos, San Leandro	Dec-07	Feb-10	Feb-12	1
5	Ms. Chinn	Val	Hayward	Mayor Marshall Kamena, Livermore	Dec-99	Feb-10	Feb-12	0
6	Mr. Collier	Joseph	San Leandro	Mayor Anthony Santos, San Leandro	Dec-09		Dec-11	1
7	Ms. Duncan	Emily	Union City	Mayor Mark Green, Union City	Feb-10		Feb-12	0
8	Ms. Hilliard	Frances	Oakland	Supervisor Alice Lai-Bitker, D-3	Jun-02	Feb-10	Feb-12	1
9	Mr. Hilson	Joseph	Hayward	Mayor Marshall Kamena, Union City	Dec-06	Dec-08	Dec-10	1
10	Mr. Jefferson	Alton	San Leandro	Supervisor Alice Lai-Bitker, D-3	Sep-08	Sep-10	Sep-12	1
11	Dr. Jindal	Roop	Hayward	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	0
12	Mr. Kastriotis	Dimitris	Sunol	Supervisor Gail Steele, D-2	Dec-07	Jan-10	Jan-12	1
13	Ms. LePell	Audrey	Hayward	Supervisor Gail Steele, D-2	May-04	Jan-09	Jan-11	0
14	Ms. Lorenzana-Campo	Pilar	Oakland	Councilmember Rebecca Kaplan	May-10		May-12	0
15	Mr. Rose	Frank	Oakland	Supervisor Nate Miley, D-4	Sep-08		Sep-10	0
16	Ms. Sample	Clara	Union City	Mayor Mark Green, Union City	Sep-10		Sep-12	0
16	Mr. Sebastian	Nicholas	Emeryville	Mayor Beverly Johnson, Alameda	Sep-07	Sep-09	Sep-11	1
17	Mr. Sedlak	Mike	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	May-10		May-12	0
19	Ms. Stocking	Gerarda	Livermore	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	1

Alameda County Transportation Commission
Citizen Advisory Committee
Roster and Attendance
Fiscal Year 2010/2011

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
20	Ms.	Walker	Brenda	Oakland	Supervisor Nate Miley, D-4	Oct-09		Oct-11	1
21	Mr.	Washington	Ronald	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	1
22	Mr.	White	Darren	San Leandro	Mayor Anthony Santos, San Leandro	Sep-08	Sep-10	Sep-12	1
23	Mr.	Zukas	Hale	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
24		Vacancy			Mayor Beverly Johnson, Alameda				
25		Vacancy			Mayor Beverly Johnson, Alameda				
26		Vacancy			Mayor Jennifer Hosterman, Pleasanton				
27		Vacancy			Mayor Jennifer Hosterman, Pleasanton				
28		Vacancy			Mayor Marshall Kamena, Livermore				
29		Vacancy			Councilmember Rebecca Kaplan				
30		Vacancy			Councilmember Rebecca Kaplan				
31		Vacancy			Supervisor Alice Lai-Bitker, D-3				
32		Vacancy			Supervisor Gail Steele, D-2				
33		Vacancy			Supervisor Scott Haggerty, D-1				

Alameda CTC Commission Meeting 10/28/10
Agenda Item 6C

Alameda County Transportation Commission
Citizen Watchdog Committee
 Roster and Attendance
 Fiscal Year 2010/2011

Meeting Date: November 8, 2010

	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Mr. Paxson, Chair	James	Pleasanton	EBEDA	Apr-01		N/A	0
2	Ms. Lew, Vice-Chair	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Feb-10	Feb-12	0
3	Ms. Beichamber	Pamela	Berkeley	Alameda County Mayor's Conference, D-5	Mar-09		Mar-11	0
4	Mr. Chavarin	Roger	Oakland	Alameda Labor Council AFL-CIO	Dec-08		Dec-10	0
5	Mr. Gallagher	Thomas	Pleasanton	Alameda County Mayors' Conference, D-1	Jan-08	Feb-10	Feb-12	1
6	Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	1
7	Mr. Haussener	James	Castro Valley	Supervisor Nate Milley, D-4	Feb-10		Feb-12	0
8	Ms. Miriam	Hawley	Berkeley	League of Women Voters	Oct-10		Oct-12	
9	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		May-12	0
10	Ms. Marr	Melody	San Leandro	Alameda County Mayors' Conference, D-3	Dec-09		Dec-11	1
11	Ms. Saunders	Harriette	Alameda	PAPCO	Jul-09		N/A	0
12	Mr. Stark	Dave	Pleasanton	Supervisor Scott Haggerty, D-1	Mar-08	Mar-10	Mar-12	1
13	Mr. Zika	George	Dublin	Alameda County Mayors' Conference, D-4	Feb-10		Feb-12	1
14	Mr. Zukas	Hale	Berkeley	Supervisor Keith Carson, D-5	Jun-09		Jun-11	0
15	Vacancy			Supervisor Alice Lai-Bitker, D-3				
16	Vacancy			Supervisor Gail Steele, D-2				

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ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

ACTIA Paratransit Advisory and Planning Committee Meeting Minutes
Monday, June 28, 2010, 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u> P </u> Sylvia Stadmire, Chair	<u> P </u> Jane Lewis <u> A </u> Audrey Lord- Hausman	<u> P </u> Clara Sample <u> P </u> Harriette Saunders
<u> P </u> Carolyn Orr, Vice-Chair	<u> P </u> Jonah Markowitz	<u> P </u> Will Scott
<u> P </u> Aydan Aysoy	<u> P </u> Betty Mulholland	<u> A </u> Maryanne Tracy- Baker
<u> A </u> Larry Bunn	<u> P </u> Sharon Powers	
<u> P </u> Herb Clayton	<u> P </u> Vanessa Proee	<u> P </u> Renee Wittmeier
<u> P </u> Shawn Costello	<u> P </u> Carmen Rivera- Hendrickson	<u> P </u> Hale Zukas
<u> P </u> Herb Hastings		
<u> A </u> Joyce Jacobson	<u> P </u> Michelle Rousey	

Staff:

<u> P </u> Tess Lengyel, Programs and Public Affairs Manager	<u> A </u> Keonnis Taylor, Programs Coordinator
<u> P </u> Naomi Armenta, Paratransit Coordinator	<u> P </u> Angie Ayers, Acumen Building Enterprise
<u> P </u> Rachel Ede, Nelson/Nygaard	<u> P </u> Krystle Pasco, Paratransit

1. Welcome and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Andrew Balmat, Alzheimer's Services of the East Bay; Laura Corona, Regional Center of the East Bay; Thomas Gregory, Berkeley CIL; Kim Huffman, AC Transit; Trooper Johnson, BORP; Hakiem McGee, City of Oakland; Chris Mullin, Berkeley CIL; Eileen Ng, USOAC; Ashley VanMaanen, Alzheimer's Services of the East Bay; Yomi Wrong, Berkeley CIL

2. Public Comments

There were no public comments.

3. Approval of May 24, 2010 Minutes

Betty Mulholland moved that PAPCO approve the minutes as written. Sharon Powers seconded the motion. The motion carried unanimously (17-0).

4. Bylaws Subcommittee Recommendation

On June 2, 2010 the Bylaws Subcommittee met and reviewed the Bylaws. Rev Orr reported the subcommittee requested the changes to the amendments listed in Attachment 04 on page 7 of the packet.

Will Scott moved that PAPCO approve the four amendments as written. Harriette Saunders seconded the motion. The motion carried 17-1 with one abstention, Carmen Rivera-Hendrickson.

5. PAPCO Meeting Times, Locations, and Ground Rules for Fiscal Year 2010-2011

PAPCO members discussed meeting times and locations.

Herb Hastings moved that PAPCO meetings continue on the fourth Monday of the month from 1 to 3:30 p.m. at ACTIA offices. Shawn Costello seconded the motion. The motion carried unanimously (18-0).

Tess Lengyel reviewed the Ground Rules with PAPCO members. The following modifications were suggested by the PAPCO members:

- a. The second bullet from the bottom should read as follows:

Keep comments concise, and stay on topic

- b. The last bullet should read as follows:

Strive for consensus, but its okay to agree to disagree

6. Election of Officers for Fiscal Year 2010-2011

Naomi Armenta reviewed/summarized the PAPCO evaluation, attendance, and roles and responsibilities of PAPCO officers.

PAPCO members nominated Shawn Costello, Herb Hastings, and Sylvia Stadmire as chair; Shawn Costello, Herb Hastings, Betty Mulholland, and Rev. Carolyn Orr as vice chair; Harriette Saunders as Citizens Watchdog Committee (CWC) representative; and Sharon Powers as East Bay Paratransit SRAC representative, and used a majority vote to elect the following officers and committee representatives:

- *Sylvia Stadmire, PAPCO Chair*
- *Rev. Carolyn Orr, PAPCO Vice Chair*
- *Harriette Saunders, CWC Representative*
- *Sharon Powers, SRAC Representative*

7. Appointment of PAPCO Representative to the Countywide Transportation Plan and Expenditure Plan Development Community Advisory Working Group (CAWG)

Tess Lengyel led a discussion on the roles and responsibilities and representation on the newly formed CAWG. ACTIA and the Alameda County Congestion Management Agency (CMA) are in the process of coordinating the updates of the Countywide Transportation Plan and Expenditure Plan for the sales tax reauthorization. The two Boards established a Steering Committee comprised of elected officials to lead these efforts. One of the actions by the Steering Committee is to create two additional groups, the CAWG and the Technical Advisory Working Group (TAWG) to advise the Steering Committee. The 27-member CAWG will review the vision, projects, programs, and will make comments and recommendations to both the Steering Committee and TAWG.

Tess requested three volunteers to apply for a position on CAWG. She mentioned that more than one member can submit an application, which the Steering Committee will review. Since several PAPCO members indicated their intention to apply, the committee decided not to designate nominees and to allow the Steering Committee to select from the applicants.

8. Mobility Matters Travel Training Report

PAPCO received an update from the GAP Grant-funded travel training program – Mobility Matters! Implemented by the Center for Independent Living (CIL), United Seniors of Oakland and Alameda County (USOAC), and Bay Area Outreach and Recreation Program (BORP). Representatives from each organization gave a presentation.

Chris Mullin, Berkeley CIL – ACTIA awarded a grant to CIL to deliver travel training to assist people with disabilities to get around on public transportation. Mobility Matters also assists people with travel in newly acquired mobility devices. CIL was awarded \$45,000 for the next cycle of

training from the New Freedom Grant Program. Training is approximately three to six sessions per person. CIL trained 29 people in this fiscal year.

Eileen Ng, USOAC – The USOAC portion of the grant covers North and Central County. Training occurs in three languages: English, Cantonese, and Spanish; and in groups of up to 10 for three days. People are trained on AC Transit and BART vehicles. One-on-one training – A trainer will meet a trainee at his or her home and choose the most accessible route to get to the destination. Group trips – A group of seniors are trained on AC Transit and BART. USOAC trained 135 seniors this fiscal year. USOAC also trained service coordinators to assist seniors. USOAC will not be federally funded via the New Freedom Grant for the next fiscal year but will still receive a portion of the Gap Grant funding.

Trooper Johnson, BORP – Through travel training, BORP helps youth to become independent and to understand the travel opportunities in the Bay Area. BORP teaches parents and care givers of 10 to 15 year olds that transportation is reliable and safe. In group sessions, youth and parents learn how to plan trips. Attendees are taught how to navigate the elevators, basic wheelchair maintenance, and how to transfer from a wheelchair to seats on public transportation. BORP partnered with the San Francisco Giants and Oakland A's to teach participants how to use the bus, BART, and the ferry. BORP will also receive approximately \$45,000 in New Freedom Grant funding.

9. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation

Renee Wittmeier stated that she wants to attend the Alameda County Fair and a bus is not available to the fair. Renee stated that the Americans with Disabilities Act (ADA) says LAVTA should provide a bus. Carmen Rivera-Hendrickson announced that she will take this matter up with LAVTA.

On July 26, Hayward will celebrate the 20th Anniversary of the signing of the ADA.

10. Committee Reports

A. East Bay Paratransit Services Review Advisory Committee (SRAC) – The committee met on June 1 and discussed AC Transit and BART's decision to delay consideration of fare increases. Discussion took place on weekend

discounts, adding cars, maintenance of seats. BART has a reserve and must spend the money.

- B. Citizens Watchdog Committee (CWC) – Harriette Saunders provided an update on the June 14, 2010 meeting. Harriette gave highlights on the discussion of the CWC 8th Annual Report.

11.Mandated Program Reports (Information Only)

PAPCO members were invited to review the SRAC minutes in their packets.

12.Staff Updates

- A. Annual Mobility Workshop Update – Rachel Ede provided an update on the Mobility Workshop, which is scheduled for Friday, July 30, 2010 from 10 a.m. to 4 p.m. The theme of the workshop is Planning for Progress.
- B. MTC and CalACT Update – Naomi Armenta provided an update on the MTC Policy Advisory Committee. Naomi and Rachel Ede attended the spring conference for CalACT that represented small transportation providers including paratransit. They attended sessions on Federal Funding and Mobility Management.
- C. Translink/Clipper – Naomi Armenta announced Translink became Clipper on June 16, 2010. Naomi informed the PAPCO members if they receive a monthly sticker, they will need to start to use Clipper. She encouraged members to perform research to understand how Clipper works.
- D. Outreach Update
Tess Lengyel announced the upcoming South County Transportation Forum on July 15, 2010 at the Ruggieri Senior Center in Union City and encouraged PAPCO members to attend.
- E. Other Staff Updates
Tess Lengyel informed the PAPCO committee that the ACTIA and CMA Boards voted to form the Alameda County Transportation Commission (Alameda CTC). The first meeting of the Alameda CTC Board will take place in July 22, 2010.

Today, June 28, 2010 is the deadline for applying for the Executive Director of the Alameda CTC. The Commission will select the executive director in the August/September time frame.

13.Adjournment

The meeting adjourned at 3:30 p.m.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster and Attendance
Fiscal Year 2010/2011**

Title	Last	First	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July-10
1 Ms.	Stadmire, Chair	Sylvia J.	San Leandro	Supervisor Alice Lai-Bitker, D-3	Sep-07	Feb-10	Feb-12	0
2 Rev.	Orr, Vice-Chair	Carolyn M.	Oakland	Councilmember Rebecca Kaplan	Oct-05	May-10	May-12	0
3 Ms.	Aysoy	Aydan	Berkeley	City of Berkeley	Jul-09		Jul-11	0
4 Mr.	Bunn	Larry	Union City	Union City Transit	Jun-06	Sep-10	Sep-12	1
5 Mr.	Clayton	Herb	Hayward	Supervisor Gail Steele, D-2	Sep-03	Mar-07	Mar-11	0
6 Mr.	Costello	Shawn	Dublin	City of Dublin	Sep-08	Sep-10	Sep-12	1
7 Mr.	Hastings	Herb	Dublin	Supervisor Scott Haggerty, D-1	Mar-07	Mar-09	Mar-11	1
8 Ms.	Jacobson	Joyce	Emeryville	City of Emeryville	Mar-07	Mar-09	Mar-11	0
9	Johnson-Simon	Sandra	Oakland	Supervisor Nate Miley, D-4	Sep-10		Sep-10	
10 Ms.	Lewis	Jane	Dublin	City of Livermore	Sep-09		Sep-11	0
11 Ms.	Lord-Hausman	Audrey	Alameda	City of Alameda	Mar-09	Mar-09	Mar-11	0
12 Mr.	Markowitz	Jonah	Berkeley	Supervisor Keith Carson, D-5	Dec-04	Mar-09	Mar-11	0
13 Ms.	Mulholland	Betty	Oakland	Supervisor Nate Miley, D-4	Sep-09		Sep-11	0
14 Ms.	Powers	Sharon	Fremont	City of Fremont	Dec-07	Jan-10	Jan-12	0
15 Ms.	Proee	Vanessa	Hayward	City of Hayward	Mar-10		Mar-12	0
16 Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09		Sep-11	0
17 Ms.	Rousey	Michelle	Oakland	Supervisor Gail Steele, D-2	May-10		May-12	0

Meeting Date: October 25, 2010

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee**

**Roster and Attendance
Fiscal Year 2010/2011**

18	Ms.	Sample	Clara	Union City	City of Union City	Mar-07	Mar-09	Mar-11	0
19	Ms.	Saunders	Harriette	Alameda	BART	Jun-08	Sep-10	Sep-12	0
20	Mr.	Scott	Will	Berkeley	Supervisor Keith Carson, D-5	Mar-10		Mar-12	1
21	Ms.	Tracy-Baker	Maryanne	San Leandro	Supervisor Scott Haggerty, D-1	Oct-08		Oct-10	0
22	Ms.	Wittmeier	Renee	San Lorenzo	Supervisor Alice Lai-Bitker, D-3	May-09		May-11	0
23	Mr.	Zukas	Hale	Berkeley	A. C. Transit	Aug-02	Mar-09	Mar-11	0
24		Vacancy			City of Albany				
25		Vacancy			City of Newark				
26		Vacancy			City of Piedmont				
27		Vacancy			City of San Leandro				
28		Vacancy			LAVTA				

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ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: October 21, 2010
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: Legislative Update

Recommendations:

This is an information item and staff requests feedback on legislative priorities for 2011.

Summary:

The State budget was signed on October 9th after the longest stalemate in California history. Attachment A from Suter, Wallauch, Corbett and Associates includes a summary of the budget veto items, its impact on transportation. Attachments B1 and B2 include federal updates. Information will be provided at the Committee meeting on any additional state and federal actions.

Looking toward the coming year, staff is beginning the process of coordinating with other partner agencies on development of the 2011 Legislative Program with the aim of coordinating transportation related legislative activities into the Alameda CTC legislative program. At the Planning, Policy, and Legislation Committee, Commissioners expressed interest in holding a December retreat to address the legislative program as well as other major policy related items.

Regarding the development of the legislative program, some of the highest priorities in 2011 will be to participate in the federal transportation bill reauthorization, climate change legislation, and to address the challenges faced with declining revenues.

Background:

Each year, the Commission adopts a Legislative Program to provide direction for its legislative and policy activities for the year.

The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide legislative advocacy in the coming year. The program is intended to be flexible to allow for the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to the political issues and processes in Sacramento and Washington, DC.

In the previous year, the legislative program focused on the federal bill reauthorization and on specific project and program implementation including the following sections:

- Federal Transportation Bill Reauthorization
- Transportation Funding
- Project Delivery
- Multi-modal Transportation
- Transportation and Social Equity
- Climate Change

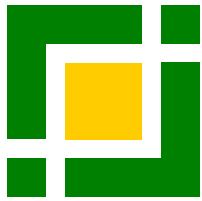
Staff seeks feedback on these categories and whether any additional focus areas should be added. Our state and federal lobbyists will be scheduling meetings early next year with Legislators in Sacramento and Washington, D.C. to discuss the Commission's legislative needs in 2011. The results of the November elections will guide the timing of the visits to Washington, D.C.

Fiscal Impact:

No direct fiscal impact.

Attachments:

Attachment A: State Legislative update
Attachment B1 and B2: Federal updates



October 18, 2010

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Suter, Wallauch, Corbett & Associates

RE: Budget Update

100 Days of Summer: Governor Schwarzenegger wasted little time ending the longest budget stalemate in history by signing the budget a few hours after it was sent to him. The Governor's signing statement also included \$1 billion in line item vetoes. Numerous budget trailer bills remain on the Governor's desk, and by our calculation the Governor has until October 20 to sign or veto these bills.

Over half of the vetoes were in health and human services programs. The most severe cuts made by the Governor include \$256 million in child care assistance for working families and \$133 million for programs provided by counties to disabled students and mental health service for special education students. The Governor also eliminate nearly all state funding for AIDS assistance programs (\$55 million cut), public health infectious disease programs (\$60 million cut), and child welfare services (\$80 million cut). The Governor also eliminated the \$107 million bond appropriation for local rail projects that feed into high speed rail system.

The elimination of \$256 million used to provide daycare for 60,000 families who have worked their way off CalWORKs was immediately rebuked by Pro Tem Steinberg and Speaker Perez. Both have vowed to restore these funds when the Legislature convenes in January.

They're done. The final passage and signing of the state budget last week was an exhausting marathon ending 100 days of a Budget-less California. However, there remains a slight chance that they will return next week or shortly after election day to take action on employee MOUs that are being finalized.

Legislators grappled with caucus politics and demands of individual members all night on Thursday October 7th, finally reaching a conclusion just before 9:00 a.m. on Friday. The result is another dud of a budget that will result in a shortfall of at least \$10 billion by January when the new Governor introduces his/her 2010-11 Budget. While there are political, structural, and economic defects that contribute to the problem, the fact is that this Budget will not move California one inch further in the next year. In fact, we are likely to be more behind than ever if the economy doesn't exponentially improve in the next fiscal year. This is seen as a get out of town budget, and a special session to enact mid-year adjustments is probable.

The final vote in the Senate was cast by Republican Senator Tom Harmon. Immediately thereafter, President Pro Tem Steinberg announced a pause in further Floor action to officially

appoint Darius Assemi of Fresno to the California Transportation Commission--on the spot. This involved a quick meeting of the Rules Committee, and the nomination went immediately to a Floor vote. Maybe this sudden and unusual juxtaposition of events was pure coincidence.

Revenues: The budget continues the Net Operating Loss suspension for the next two years (except for couple of special interest tax breaks), providing for \$1.2 billion in revenues for this fiscal year. It suspends Prop 98 for one year (\$1.7 billion), which will have to be repaid to K-14 education in future years. It assumes \$1.4 billion by accepting the LAO's more optimistic revenue estimates.

Reforms: Included in the agreement is a reform package to be placed on the 2012 ballot that increases the state's "Rainy Day Fund," adds "windfall" revenues to the Fund to be applied to Prop 98 obligations, and restricts usage of the Fund. **Pension reforms** were approved for new state employees hired after November 10, 2010, which rolls their retirement benefits to pre-1999 levels, ends "pension spiking" by calculating benefits on a 3-year final compensation level, and increases transparency by providing additional analyses and oversight for CalPERS actuarial assumptions.

Transient Occupancy Tax (TOT) Raid: A late addition to the list of budget trailer bills was a proposal to exempt online travel companies (OTC) (Expedia, etc.) from having to remit all the transient occupancy tax revenue they collect. SB 848 would have exempted OTC's from having to pay the TOT on the amount the OTC's mark-up the room rate, and the bill would preempt pending litigation. SB 848 was resoundingly defeated on the Assembly Floor where the final vote (11-34) struggled to reach double digit support.

What's in the Budget: The following is a summary of transportation items included in the budget. The Budget does not change the gas tax swap or the transit funding measures approved in March. The following items have been adopted:

- \$791 million in transportation funds are loaned to the general fund, with a repayment date of July 1, 2013. This includes \$762 million in gasoline excise tax revenues and \$29 million in Public Transportation Account funds. The gas tax swap enacted in March included \$650 million in "excess" new excise tax revenue that was not allocated to the SHOPP, STIP, or Local Street and road programs. Adding to these excess funds are \$112 million in excise tax revenue and \$29 million in transit funds that were realized when the Treasurer revised its estimates for bond debt costs needed in 2010-11. Rather than return these funds to the State Highway Account and the Public Transportation Account, the Governor and Legislature agreed to boost the amount loaned to the general fund by \$141 million.
- \$231 million in existing loans from the State Highway Account to the General Fund will be repaid June 2012 instead of June 2011.
- \$180 million in Motor Vehicle Account funds are loaned to the General Fund.
- \$72.2 million in non-Article 19 funds in the Motor Vehicle Account are transferred to the General Fund. Non-Article 19 funds are primarily from rents and document sales and are not constrained by Article 19 of the Constitution.

- *Prop 1B Bond Appropriations:* The budget appropriates \$4.2 billion in Prop 1B bonds. This includes \$1.5 billion in transit capital funds, \$240 million for the State and Local Partnership Program, \$100 million for transit security funds, and a \$182 million appropriation for the Traffic Light Synchronization program. Since the transit capital bonds are allocated based on the STA formula and it allows recipients to swap allocations, it is estimated that over \$700 million could be expended in 2010-11. Unallocated funds would automatically carry over to the next fiscal year.

Line Item Vetoes: The Governor used his line item veto power to erase over \$1 billion in general fund and special fund appropriations. The following is a summary of the transportation related veto actions:

- Capital Outlay Support reduced by \$20 million. *This includes a \$7.4 million reduction to staffing for preparing project initiation documents for locally funded projects that are not on a state highway corridor.* The Governor stated that these costs should be funded by local agencies.
- Repayment provision for the State Highway Account loan to the general fund is changed. As mentioned above, the budget loans \$762 million in excise tax funds to the general fund. These funds must be repaid by July 1, 2013 with interest. Provision 2 of this budget item specified that the repaid funds shall be distributed to the STIP, SHOPP, and local street and road accounts as specified in existing law. The Governor deleted Provision 2 and stated his preference that all repaid funds should be used for SHOPP projects. This is consistent with the Governor's May Revise proposal, which was rejected by the Legislature. It is now left to next year's Legislature and Governor to decide how to allocate the repaid funds.
- High Speed Rail Authority (HSRA) vetoes:
 - Deleted \$107 million of a \$146 million appropriation of Prop 1A High Speed Rail Bond funds. The eliminated funds would have been allocated to local and regional rail operators for high speed rail connectivity projects. The budget maintains \$38 million that the Governor stated should be use for positive train control safety projects. The Governor recommends that the HSRA, Caltrans, and local jurisdictions should work together to develop a statewide strategy and project list for this program. The CTC is responsible for allocating these funds, and they now must figure out how to divvy up these funds.
 - Deleted budget provisions that made the availability of \$55 million in funds contingent upon the HSRA submitting specified reports and a legal analysis of any revenue guarantee. These provisions were the subject of several policy and budget hearings this year, and they were a high priority for Senator Alan Lowenthal. The Governor expressed concerns that the reporting requirements and legislative review would delay projects and threaten the ability to meet federal deadlines.

Maybe it's a coincidence, but shortly after this veto, Senator Lowenthal called for an informational hearing on November 4th to review the UC Berkeley Institute of

Unhitched: Senator Gil Cedillo was successful in stopping the transportation trailer bill in the Senate. Other than Senator Cedillo's vehicle impoundment provisions, this bill contained numerous fairly non-controversial changes to transportation provisions that would make it easier to implement this budget at both the state and local level.

Unhitching the transportation trailer bill was due to demands to include provisions that restrict the ability to impound vehicles of unlicensed drivers that are caught at DUI checkpoints. Senator Cedillo believes that some cities are using state funds to set-up DUI check points not at times when DUIs are likely but when unlicensed drivers, usually undocumented residents, are likely to be driving. According to the Senator, these cities then impound and auction these vehicles to generate revenue.

Since everyone agrees that this is a short term budget, it is still possible for these items to be enacted this fiscal year. However, the following summarizes what will not take affect as part of this budget.

- Proposition 1B changes:
 - Requires the CTC to report to the Legislature semiannually on the expenditure of Transportation Corridor Improvement Funds (TCIF) for railroad projects. This also includes submitting any MOU between a railroad company and the state or local entity on projects that include TCIF funds.
 - Extends the period for expending Prop 1B water transit funds from three years to four years.
 - Provides cities and counties a one-year extension to expend Prop 1B Local Streets and Roads funds for any year in which Highway Users Tax Account funds are borrowed, deferred, or shifted.
- *Gas Tax Swap Corrections:* Clarifies how the new excise tax revenues that backfills the lost Prop 42 funds are allocated. First, Prop 42 local street and road funds were allocated quarterly. Since the backfill funds are allocated by the HUTA formula, which is allocated monthly, the language clarifies that the Prop 42 backfill funds for local streets and roads is also allocated monthly. In addition, the Prop 42 maintenance of efforts requirements for local street and road funds do not apply to the backfill funds.
- Extends the sunset date from June 30, 2011 to June 30, 2014, for cash flow borrowing among transportation special funds.
- Caltrans is authorized to include advertising on changeable message signs. A federal waiver, or a change in federal law, is necessary to implement this program.
- As discussed above the State Treasurer lowered the estimate for transportation bond debt service costs in 2010-11. This savings is estimated to be about \$112 million for highway account funds. The change in the trailer bill would have held this savings in the State Highway Account, which then allows these funds to be loaned to the general fund. Without language holding this revenue in the SHA, the Controller is required to split the

\$112 million between the STIP, SHOPP, and Local Streets and Road accounts as specified in existing law. However, Finance believes with or without these changes the entire loan can proceed because the budget bill also directs these funds to the general fund, which is good enough for them.

- Requires Caltrans to report annually to the Legislature with supplemental information on the Capital Outlay Support budget request, including anticipated and realized project costs and schedules for the Capital Outlay Support Program.
- *High-Speed Rail Authority (HSRA) Provisions:*
 - Authorizes the Governor to appoint six management level exempt positions to the HSRA upon the recommendation of the executive director.
 - Requires the HSRA to report biannually to the Legislature, beginning March 1, 2011.
 - Requires that the members of the High Speed Rail Independent Peer Review Group be designated by October 1, 2010, and requires that group to designate a chairperson.

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MEMORANDUM

TO: Arthur Dao
Alameda County Transportation Commission
FROM: CJ Strategies
RE: Legislative Update
DATE: October 18, 2010

Congress adjourned on September 30, to campaign for the mid-term elections. The current schedule has Congress returning to Washington for a lame duck session the week of November 15. The first week of the lame-duck session is unlikely to produce much legislative activity. House and Senate leaders will be occupied with organizational matters — including possible leadership contests — in advance of a weeklong Thanksgiving break. That will push significant legislative action into a period beginning November 29.

The agenda and length of the lame-duck session will be determined by the outcome of the elections. However, there are a few priorities the current Democratic leadership wants to address in a lame duck session: an omnibus appropriations package, an extension of the 2001 and 2003 tax cuts that expire at the end of the year, and a number of expiring authorizations including SAFETEA-LU.

There are many other bills on the lame duck session agenda:

- Extension of unemployment benefits
- Child Nutrition and food safety bills
- START Treaty
- South Korea trade agreement

In addition, Majority Leader Reid has not said whether he will attempt to revive the energy legislation he unveiled over the summer. However, Senate Energy and Natural Resources Committee Chairman Jeff Bingaman (D-NM) said he plans to push a package of clean energy proposals in the lame duck. The House passed its climate change and energy package in 2009.

The lame duck agenda could change if Democrats lose the majority in either or both chambers.

Continuing Resolution

Congress passed a continuing resolution (CR) before adjourning; the CR (HR 3081) is funding the vast majority of federal agencies and programs at existing 2010 levels, since the start of the fiscal year on October 1. The CR runs through December 3, with Democrats planning to use

the post-election lame-duck session to enact a year-end omnibus measure to complete the FY11 appropriations process.

FY 11 Appropriations

The full House approved its Transportation HUD bill on July 29, while the Senate Appropriations Committee approved its draft on July 22. The House bill includes \$67.4 billion in discretionary spending, which is \$1.3 billion less than the President requested and \$500 million less than FY 10 levels. Under the House bill, the Transportation Department would receive \$79.4 billion in total funding; this is an increase of \$3.7 billion over FY 10 levels and \$1.7 billion more than requested. The Senate draft provides \$67.9 billion.

- The House bill includes \$45.2 billion for the Federal Highway Administration (FY10 enacted level is \$42.1 billion; the Senate provided \$42.6 billion).
- The House bill includes \$400 million for the “TIGER” national infrastructure investments grants program, under which the Transportation Department makes discretionary grants for local transportation projects. The president had proposed to terminate the program, which received \$600 million in 2010; the Senate draft would provide \$800 million.
- The House bill includes \$11.3 billion for the Federal Transit Administration – this is \$500 million above the FY10 enacted level and \$575 million above the President’s Budget request; the Senate draft would provide \$10.8 billion.
- Both House and Senate bills include \$150 million for HUD for Sustainable Communities initiatives to promote integrated housing and transportation planning

In addition, the House-passed bill includes **\$1,000,000 for the I-80/Gilman Street Interchange.**

As stated above, Congress will take up the FY11 bills (including Transportation HUD) in some type of omnibus legislation during the lame duck session.

TIGER II

The Department of Transportation plans to announce the winners of the TIGER II competitive grant program this week. There were two applications in the East Bay supported by MTC:

- *Improvements at Hayward Maintenance Yard Project* – helping to facilitate BART’s expansion into Santa Clara County
- *The Green Transportation Initiative* – will improve seven bicycle and pedestrian corridors in Alameda and Contra Costa Counties.

SAFETEA-LU Reauthorization and Innovative Financing

Last week President Obama made another push for Congress to take up the Administration’s \$50 billion infrastructure plan that was first announced in September.

The Treasury Department and Council of Economic Advisers released a report on October 12, concluding that this is the "optimal time" to invest in public works projects, not only because of the high unemployment rate but also because of low prices in the construction sector.

President Obama met with a bipartisan group of mayors, governors and transportation officials, all eager to see money flow to neglected projects.

The immediate \$50 billion investment in transportation infrastructure is intended to jump-start the economy and create jobs. The funds would be targeted to highways/roadways, public

transit, high-speed/passenger rail, and aviation. The \$50 billion is intended to "jump start" the surface transportation authorization over and above the surface transportation authorization bill. The Administration wants funding to be available once the ARRA funds are used.

Along with the \$50 billion proposal, the Administration unveiled its transportation "vision for the future," which represents a broad outline of the White House's recommendations for a six-year surface transportation authorization bill to replace SAFETEA-LU. Elements of the six-year plan include:

- Establishing a national infrastructure bank.
- Making high-speed rail a permanent component of the overall federal surface transportation program.
- Streamlining, modernizing and prioritizing federal surface transportation investments by consolidating programs and utilizing performance measures and incentives.
- Expanding investments in areas such as safety, environmental sustainability, economic competitiveness, and livability.

Although there has been little movement in either chamber over the last few months, the current extension expires on December 30, 2010. As stated above, there will be action to extend the program during the lame duck session.

The Administration plans to release a detailed proposal for both the infrastructure bank and the broader SAFETEA-LU reauthorization as part of its FY11 budget request, which will be released in February.

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SIMON AND COMPANY
INCORPORATED

Washington Friday Report

Volume XII, Issue 40

October 15, 2010

INSIDE THIS WEEK

- 1 **Sustainable Communities, Infrastructure**
- 2 **Municipal Pensions, A Trillion Again**
- 2 **GOP on Earmarks, Urban-Suburban**

Congratulations Stephanie and Marc!

*We always try to lead this weekly update with the most important event of concern to you in the nation's capitol since last Friday. This week it is not a close call – it isn't sustainable communities, foreclosure problems or even the ongoing battle for control of the Congress. The most significant development in Washington in the last week is actually happening tomorrow: the wedding of our own **Stephanie Carter** to the lucky **Marc McIntosh**.*

As you know Stephanie has been our Director of Administration for more than 12 years, a position we hope she holds for many years to come. Her cheerfulness and efficiency have been a tremendous asset to our organization since she arrived. Marc is an accomplished artist whose much sought-after works are shown regularly in galleries and shows. After their marriage on Saturday it is off to a secret honeymoon for the next two weeks. We look forward to enjoying the wedding ceremony tomorrow for this great couple and hearing about their honeymoon travels when Stephanie returns on November 1. We know you join us in wishing Stephanie and Marc a lifetime of blissful marriage!

Sustainable Communities

The U.S. Department of Housing and Urban Development announced this week the 45 recipients of the new Sustainable Communities Regional Planning Grant Program. Nearly \$100 million in new grants has been given out to support more livable and sustainable communities across the country. The program is designed to assist State, local, and tribal governments, and metro planning organizations, in the development and execution of regional plans that integrate affordable housing with neighboring retail and business development. The grants are part of the Obama Administration's Partnership for Sustainable Communities. The grants are awarded through one of two categories. One category of grants will assist regional planning for sustainable development where such plans do not currently

exist. A second category of funding will support the implementation of existing sustainability plans. *We have included the release and the list for your review.*

Also this week the Partnership for Sustainable Communities composed of HUD, DOT, and EPA, has released a report on their ideas for how to create more sustainable and livable communities across the country. The report also highlights places that have already been successful in improving the sustainability of their neighborhood. The partnership emphasizes the importance of using several difference approaches for any given issue and not looking at each problem as a separate challenge. The issues facing America's cities, suburbs, and rural areas like housing, transportation, energy, and a clean environment are all related so the solutions should address all problems. Through the combined efforts of HUD, DOT, and EPA the issues can be examined in multiple ways. The main principles of the partnership: 1) provide more transportation choices; 2) promote equitable, affordable housing; 3) enhance economic competitiveness; 4) support existing communities; 5) coordinate and leverage federal policies and investment; and 6) value communities and neighborhoods. *We have included the report for your review.*

Economic Analysis of Infrastructure Investment

This week **President Obama** met with Governors and Mayors following the release of the Department of the Treasury's report on "*An Economic Analysis of Infrastructure Investment.*" The report was completed with the President's Council of Economic Advisors. President Obama stated that the report confirms what so many Americans have known for quite some time now- that the current condition of our national infrastructure is woefully outdated and inefficient. He noted that currently the average American household is forced to spend more money on transportation than food in a year. Following the meeting President Obama discussed what kind of infrastructure the nation needs now and for the future: "*What we need is a smart system of infrastructure equal to the needs of the 21st century. A system that encourages sustainable communities with easier access to our jobs, to our schools, to our homes. A system that decreases travel time and increases mobility. A system that cuts congestion and ups productivity. A system that reduces harmful emissions over time and creates jobs right now.*" The President also reminded that work towards this new national infrastructure has already begun with investments from The Recovery Act. Although

there has been success with many of the Recovery Act's investment, there is still a great more to be done and many more jobs that need to be provided while one in five construction workers remain unemployed. President Obama stated that his request last month for funding for a six year plan for upgrading America's roads, rails, and runways, would help take the additional step needed to make the vast infrastructure improvements needed and create more jobs. *We have included his speech for your review.*

The Treasury and Council of Economic Advisors' "*Economic Analysis of Infrastructure Investment*" included several important findings on where and why transportation infrastructure is important. Their analysis included four key reasons why this is such a crucial time for transportation infrastructure: 1) well designed infrastructure investments have long term economic benefits; 2) the middle class will benefit disproportionately from this investment; 3) there is currently a high level of underutilized resources than can be used to improve and expand our infrastructure; and 4) there is strong demand by the public and businesses for additional transportation infrastructure investments. *We have included the full report for your review.*

Municipal Pension Problem

The Kellogg School of Management at Northwestern University has released a new report that estimates that city and county level pension plans have created \$574 billion in unfunded liabilities. In this study, they calculate the aggregate unfunded liabilities and forecast the number of years assets will last for 77 defined pension plans sponsored by 50 major U.S. cities and counties. The sample represented all non-state municipal entities with more than \$1 billion in pension assets, covering 2.04 million local public employees and retirees. In many cities, these unfunded promises will be a long-standing and substantial burden for municipal revenues. Six major cities have current pension assets that can only pay for promised benefits through 2020: Philadelphia, Boston, Chicago, Cincinnati, Jacksonville and St. Paul. An additional 18 cities and counties, including New York City, Detroit, Cook County in Illinois and Orange County in California would be solvent through 2020 but not past 2025. According to the study's authors, it is clear that state and local governments in the U.S. are not far from the point where these pension promises will impact their ability to operate. Once the funds themselves are liquidated, the extent to which promised pension payments are competing with other local resources will skyrocket, eroding a large portion of many municipal budgets. This is neither the definitive nor the final study on the pension issue, but rather an indication that the subject of public sector pensions is likely to be a prominent one in the period ahead. We would be interested any views you might have on the Kellogg Presentation. *We have included the report for your review.*

CBO's Estimates Federal Budget Deficit

The Congressional Budget Office (CBO) has released their *Monthly Budget Review* which includes estimates that the federal budget deficit was slightly less than \$1.3 trillion in fiscal year 2010 and \$125 billion less than the shortfall recorded in 2009. The 2010 deficit was equal to 8.9 percent of gross domestic product, which shows a decrease from the 10 percent in 2009. This 2010 deficit is the second-highest shortfall since 1945, relative to the size of the economy; the highest was 2009. The deficit for the month of September in 2010 was \$32 billion- \$14 billion less than September 2009's recorded shortfall. Payments for unemployment benefits rose by 34 percent in 2010 because of high unemployment and increased benefits provided by various laws, including the American Recovery and Reinvestment Act. *We have included the report for your review.*

GOP Requests No Earmarks in Omnibus Spending Bill

Speaker **Nancy Pelosi** received a letter this week from a group of House Republicans voicing their opposition to including earmarks in the omnibus spending bill likely to be passed during the "lame duck" session next month. They reminded Speaker Pelosi that the FY2011 Appropriations Subcommittee markups include thousands of earmarks totaling more than \$3 billion in funding. The Congressmen argued that the earmark process allows the funding of projects that have not been properly vetted through government and the public. House Republican leaders have additionally called for an end to the practice of passing large omnibus spending bills because they make it too difficult to cut spending and too easy to shield spending from public scrutiny and debate. *We have included the release and the letter for your review.*

Urban Suburbs

The Wall Street Journal included a story this week about the growing trend of suburban renewal across the country. With the crash of housing and credit markets millions of homes and businesses around the country have been shut down and foreclosed. A Brookings Institution study released this week found that the number of poor people in the suburbs has grown by 37.4% since 2000, compared with 16.7% in cities. But the suburban areas that have been able to remain strong and even grow appear to be those that carry an emphasis on important urban qualities like: walkability, vibrant street life, density and diversity. The most desirable suburban areas focus on center rather than sprawl and are easily navigable by foot or bike. This change demonstrates a shift towards more livable communities, something the current Administration has worked hard to call attention to. *We have included the story for your review.*

Please contact Len Simon, Claire Colegrove or Rukia Dahir with any questions.



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MEMORANDUM

Date: October 19, 2010

To: Alameda County Transportation Commission

From: Planning, Policy and Legislation Committee

Subject: **Approval of a Countywide Approach for Seeking Input on the Sustainable Communities Strategy (SCS)**

Recommendations:

It is recommended that the Commission approve a countywide approach for seeking input on and educating our elected bodies about the Sustainable Communities Strategy being developed by ABAG and MTC for the 2013 Regional Transportation Plan (RTP). This report contains added information not yet reviewed by the Planning, Policy and Legislation Committee as a result of information received at the October 18, 2010 Regional Advisory Working Group meeting.

Summary:

As follow up to the August 26, 2010 Alameda County Leadership Roundtable Forum, staff was directed to develop presentation materials to convey why the SCS is important to Alameda County and establish meetings with elected bodies and other participants to present the information. Staff recommends that the Board approve the following countywide approach and schedule for seeking input on and educating our elected bodies about the Sustainable Communities Strategy: develop Alameda County focused outreach materials to present to the Commission (November/December 2010) and outreach to Council, Board of Supervisors, transit operators and other participants (January 2011 through April 2011).

Based on recommendations from the Planning, Policy and Legislative Committee, staff will contact representatives of the business community, such as the East Bay Economic Development Alliance, and other sectors, such as Waste Management, Zone 7, and EBMUD. In addition to the above, in the first week in November, ABAG staff will be sending information regarding the Sustainable Communities Strategy to the Planning Directors of each city and the county in the Bay Area with a request that they present it to their Councils and Boards by the end of December 2010. This focus of this information is to explain what the Sustainable Communities Strategy is and describe the schedule and process.

Discussion:

Background

On August 26, 2010, Alameda CTC elected members who hold positions on one of the four regional agencies (MTC, ABAG, BAAQMD, BCDC) and staff hosted a SCS Leadership Roundtable Forum with MTC and ABAG. The purpose of the SCS Roundtable was to define a

process for obtaining input on the development of the SCS in Alameda County between now and when the SCS and the RTP are adopted in spring 2013.

At that meeting, staff was directed to:

- Develop a presentation that summarizes in layman's terms what the SCS is, why it is important to Alameda County jurisdictions and transit operators, and why they need to be engaged in the process;
- Establish Council, Board of Supervisor and transit operator meetings to present the SCS to full elected bodies;
- Establish meetings with city managers, planning and public works staff, and other existing countywide bodies, such as but not limited to Alameda CTC, ACTAC, Technical Advisory Working Group, Community Advisory Working Group, East Bay Economic Development Alliance, East Bay Regional Alliance, Waste Management, Zone 7, and EBMUD.

This item summarizes what the SCS is, how Alameda County jurisdictions and agency staff have been providing input to date and recommends an approach and schedule for expanding the scope and reach of current participation, developing a presentation, and meeting with the bodies identified above.

What is the SCS and why is it important?

The SCS integrates planning land use and housing with transportation investment to reduce greenhouse gas emissions. Required by SB 375, a state law approved in 2008, the SCS will be developed in close collaboration with local elected officials and community leaders and is being led by MTC and ABAG in partnership with BAAQMD and BCDC, residents, stakeholders and community groups. MTC must adopt the SCS as part of its next RTP for the Bay Area, which is due in 2013. State and federal law require that everything in the plan must be consistent with the SCS, including local land use plans. State law requires that the SCS must also be consistent with the Regional Housing Needs Allocation (RHNA), which will be adopted by ABAG at the same time that MTC adopts the RTP. Local governments then have another 18 months to update their housing elements; related zoning changes must follow within in three years.

What Has Been Done To Date

MTC and ABAG began the SCS and the RTP planning process in late 2009. Local and county agency staff have been participating in a number of regional and countywide forums since then to partner in the SCS discussion, including:

- MTC's Partnership Technical Advisory Committee (PTAC),
- the recently created SCS Regional Advisory Working Group (RAWG),
- the Alameda County Climate Transportation Working Group (hosted by Alameda CTC and Supervisor Haggerty's Office)
- ABAG's Assessment of Expected Growth and Infrastructure Needs in Planned Alameda County Priority Development Areas
- Working with ABAG staff to develop the 2020 and 2035 base case land use scenarios from which the SCS will be developed
- CMA Association's Climate Working Group

In addition, two other Alameda County venues that include representatives from all jurisdictions in Alameda County have been or will be providing input into the development of the SCS:

- The Alameda Countywide Planning Director's Forum, which meets approximately monthly to ensure local government participation in the regional SCS discussion, has appointed representatives to the RAWG who regularly attend the RAWG and report back to the Forum.
- The Countywide Transportation Plan-Transportation Expenditure Plan (CWTP-TEP) Technical Advisory Working Group will meet for the first time on October 5, 2010. Through the CWTP update process, this group will be kept informed of the SCS and RTP activities and key dates.

Recommended Approach and Schedule for SCS Participation

The schedule for developing the SCS and RTP is shown in Attachment A. Attachment B shows the CWTP-TEP process along with key SCS and RTP milestones. These schedules show that the most efficient opportunity for presenting information to elected bodies and other key participants in Alameda County will be between December 2010 and May 2011 when ABAG and MTC will be conducting Round One of the Vision Scenarios Assessment and Alameda CTC will be conducting our outreach efforts for the CWTP-TEP. Staff will develop information materials that convey answers to the following questions:

- What is the SCS
- Why should community leaders participate
- What does it mean for Alameda County communities
- Who should be involved
- What is the timing

These materials will be consistent with regional materials already developed by One Bay Area (Attachment C) and any additional materials developed by ABAG and will be coordinated with the material presented by ABAG in Fall 2010.

In summary, staff recommends that the Board approve the following countywide approach to provide input on and educate our elected bodies about the Sustainable Communities Strategy being developed by ABAG and MTC for the 2013 Regional Transportation Plan (RTP):

- Develop Alameda County focused outreach materials to present to the Commission – November/December 2010
- Outreach to Council, Board of Supervisors, transit operators and other participants – January 2011 through April 2011.

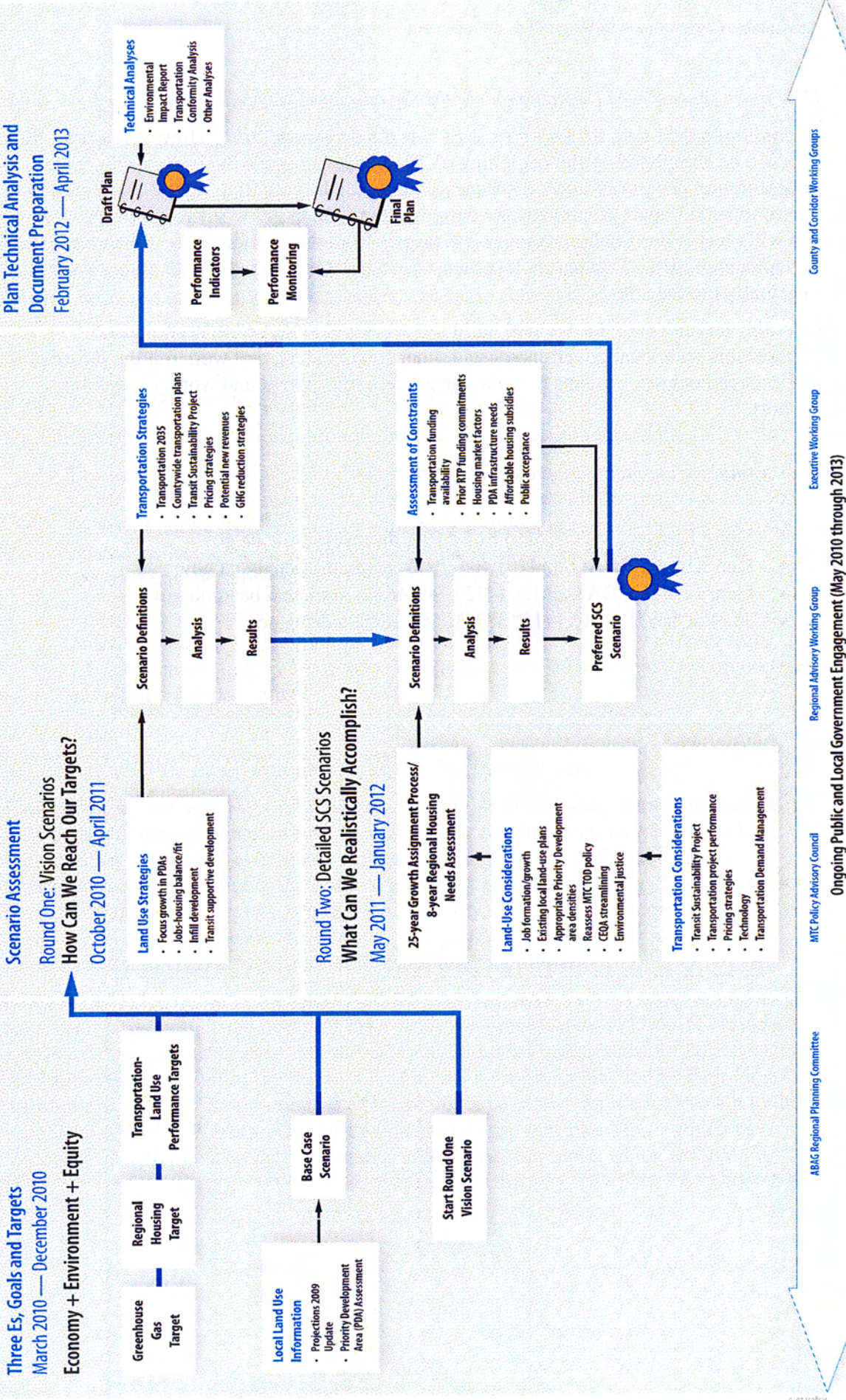
Fiscal Impacts

The resources associated are included in currently adopted budgets.

Attachments

- A. Sustainable Communities Strategy (SCS): Planning Process
- B. Countywide Transportation Plan and Transportation Expenditure Plan Preliminary Development Implementation Schedule
- C. One Bay Area Sustainable Communities Strategy Fact Sheet and Frequently Asked Questions

Sustainable Communities Strategy (SCS): Planning Process



Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule

Calendar Year 2010

Task	Meeting											
	2010						2010					
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/Finance Issues	Approval of Community working group and steering committee next steps	No Meetings	No Meetings	Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County
Technical Working Group								No Meetings		Roles, resp, schedule, vision discussion/feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Working Group								No Meetings		Roles, resp, schedule, vision discussion/feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Workshops								No Meetings				No Meetings
Agency Public Education and Outreach												
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP		Technical Work	
Polling											Baseline Poll Conducted	
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.		Start Round 1 Vision Scenario Assessment (How can we reach our Targets?) Establish Best Case Housing Target Establish Performance Targets	

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule

Calendar Year 2011

Task	2011					2011						
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Prc												
Steering Committee	Discuss feedback on key needs from committees		Review & adopt project/program applications, performance scoring and screening criteria			Evaluate first draft CWTP & committee feedback; review initial financial scenarios	Additional financial scenario discussions	No Meetings	1st Draft Transportation Expenditure Plan (TEP), 2nd Draft CWTP			No Meetings
Technical Working Group	Identify key needs		Review project and program applications, scoring and screening criteria			Evaluate first draft CWTP and review initial financial scenarios	Additional financial scenario discussions	No Meetings	1st Draft Transportation Expenditure Plan (TEP), 2nd Draft CWTP			No Meetings
Community Working Group	Identify key needs		Review project and program applications, scoring and screening criteria			Evaluate first draft CWTP and review initial financial scenarios	Additional financial scenario discussions	No Meetings	1st Draft Transportation Expenditure Plan (TEP), 2nd Draft CWTP			No Meetings
Public Workshops	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in two areas of County: vision and needs		East County Transportation Forum				No Meetings		2nd round of public workshops in two areas of County: feedback on CWTP, B3; North County Transportation Forum	2nd round of public workshops in two areas of County: feedback on CWTP, B3	No Meetings
Ongoing Education and Outreach through November 2012												
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Feedback on Technical Work, Modified Vision, Preliminary projects lists			First Draft CWTP using Scoring and Screening criteria	Work with feedback on CWTP and financial scenarios		Technical work refinement and development of Expenditure plan, 2nd draft CWTP				
Polling							Polling on possible Expenditure Plan projects & programs					
Sustainable Communities Strategy/												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Call for Transportation Projects			Round 1 Vision Scenario Results	Begin Round 2-Detailed Scenario (What can we realistically accomplish?)							

**Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule**

Calendar Year 2012

Task	2012											
	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Prc												
Steering Committee	2nd Draft Exp Plan and Final CWTP	Finalize Plans				Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot				VOTE: November 6, 2012
Technical Working Group	2nd Draft Exp Plan and Final CWTP	Finalize Plans										VOTE: November 6, 2012
Community Working Group	2nd Draft Exp Plan and Final CWTP	Finalize Plans										VOTE: November 6, 2012
Public Workshops					Expenditure Plan City Council/BOS Adoption							VOTE: November 6, 2012
Agency Public Education and Outreach												
Ongoing Education and Outreach Through November 2012 on this process and final plans												
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Finalize Plans										
Polling								Go/No Go Poll for Expenditure Plan				
Sustainable Communities Strategy/												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Preferred SCS Scenario, Draft Financial Projections Released		Begin RTP Technical Analysis & Document Preparation									Draft RTP Released

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Sustainable Communities Strategy

Overview

The Sustainable Communities Strategy aims to reduce greenhouse gas emissions by integrating planning for transportation and land use and housing. Required by SB 375, a state law approved in 2008, the Sustainable Communities Strategy will be developed in close collaboration with local elected officials and community leaders.

Sustainable Communities Strategy Basics

- Metropolitan Planning Organizations (MPOs) in 18 regions across California need to develop a Sustainable Communities Strategy.
- The Strategy must identify specific areas in the nine-county Bay Area to accommodate the entire region's projected population growth, including all income groups, for at least the next 25 years.
- The Strategy must try to achieve targeted reductions in greenhouse gas emissions from cars and light trucks.
- The Strategy will reflect the "Three E" goals of sustainability: Economy, Environment and Equity, by establishing targets or benchmarks for measuring our progress toward achieving these goals.

Development of the SCS

- MTC, as the Bay Area's MPO, and the Association of Bay Area Governments (ABAG), the region's Council of Governments, will develop the SCS in partnership with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission.
- The four regional agencies will team with local governments, county congestion management agencies, public transit agencies, interested

residents, stakeholders and community groups to ensure that all those with a stake in the outcome are actively involved in the Strategy's preparation.

- MTC must adopt the SCS as part of its next Regional Transportation Plan (RTP) for the Bay Area, which is due in 2013. State and federal law require that everything in the plan must be consistent with the SCS, including local land use plans.
- State law requires that the SCS must also be consistent with the Regional Housing Needs Allocation (RHNA). ABAG administers RHNA, which ABAG will adopt at the same time that MTC adopts the RTP. Local governments will then have another 18 months to update their housing elements; related zoning changes must follow within three years.

SCS Benefits

- Since over 40% of the Bay Area's emissions come from cars and light trucks, integrating land uses (jobs, stores, schools, homes, etc.) and encouraging more complete communities will become an important strategy to reduce the Bay Area's auto trips.
- Clustering more homes, jobs and other activities around transit can make it easier to make trips by foot, bicycle or public transit.
- Planning land uses and transportation together can help improve the vitality and quality of life for our communities, while improving public health.

How do I get involved?

- Ongoing public and local government engagement has begun and will continue through 2013. For more information on how you can get involved, go to www.OneBayArea.org.

OneBayArea

Sustainable Communities Strategy

Frequently Asked Questions

What is the Sustainable Communities Strategy?

The Sustainable Communities Strategy (SCS) is an integrated land use and transportation plan that all metropolitan regions in California must complete under Senate Bill 375. In the San Francisco Bay Area this integration includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP).

What will the SCS do?

State law requires that the SCS accomplish three principal objectives:

1. Identify areas to accommodate all the region's population associated with Bay Area economic growth, including all income groups, for at least the next twenty-five years;
2. Develop a Regional Transportation Plan that meets the needs of the region; and
3. Reduce greenhouse-gas emissions from automobiles and light trucks.

In responding to these three state mandates, the SCS will also need to be responsive to a host of other regional and local quality-of-life concerns.

What size of population will the SCS need to accommodate?

The Bay Area currently has 7.3 million people. Over the next twenty-five years it is expected to grow by about another two million; this additional growth is equivalent to approximately five times the current population of the City of Oakland.

What are the greenhouse-gas reduction targets?

On August 9, 2010, the California Air Resources Board (ARB) staff proposed a seven percent reduction target for 2020 and a fifteen percent reduction target for 2035 for the Bay Area. These targets are based on per capita greenhouse gas emissions from passenger vehicles relative to 2005. Final greenhouse gas (GHG) targets will be adopted by ARB on September 23, 2010.

Who will prepare the SCS?

Within the Bay Area, the law gives joint responsibility for the SCS to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC). The two agencies will work with the Bay Area Air Quality Management District

(the Air District) and the Bay Conservation and Development Commission (BCDC). They will also partner with local governments, county congestion management agencies and a wide range of stakeholders to ensure broad public input in the SCS's preparation.

How will the SCS affect local land-use control?

SB 375 does not alter the authority of city and county governments to make decisions about local land use and development. However, the law does require that the SCS be consistent with the Regional Housing Needs Allocation (RHNA) and therefore affects the next iteration of housing elements in local general plans.

How does the SCS relate to the Regional Transportation Plan (RTP) and RHNA?

Regional Transportation Plans include land use projections. The SCS will be the land use allocation in the next RTP, slated for adoption in March 2013. SB 375 stipulates that the SCS will incorporate an 8-year housing projection and allocation pursuant to RHNA.

Aside from the RHNA requirement, why would local governments want to conform to the SCS?

1. To benefit from incentives that will be available to conforming localities—for example, Transportation for Livable Communities (TLC) funding, Station Area Planning Grants, investments from the Regional Transportation Plan, and assistance in meeting the requirements of the California Environmental Quality Act (CEQA);
2. To improve the quality of life of our neighborhoods by providing cleaner air, improved public health, better mobility, more walkable streets, and homes closer to transit, jobs, and services.

Why the emphasis on automobiles and light trucks?

Transportation is the largest single source of greenhouse gases in California. In the Bay Area, it accounts for 41 percent of our emissions, and over three quarters of these come from personal travel in on-road vehicles. If we are to significantly reduce our contribution to global warming, then we need to reduce the impact of our travel within the region. The SCS aims to reduce emissions by:

- Reducing the separation of land uses (jobs, stores, schools, and homes) and encouraging more complete, mixed-use communities, so people can drive less and increase their walking, biking, and use of transit;
- Clustering more homes, jobs and other activities around transit, so people will be encouraged to take transit rather than drive; and
- Planning land uses and transportation together, so we can manage traffic congestion and vehicle speeds, reducing emissions from excessive idling and other inefficiencies.

Land use development changes very slowly and many places will not change much. How much difference can the SCS really make?

We acknowledge that it will likely be decades before changes in the land use pattern make an appreciable difference to the total emissions from personal vehicles. Improvements in vehicle technology and transportation pricing mechanisms (e.g., parking) are likely to have a greater impact, both in the short and longer term. However, the impact of more efficient vehicles could be significantly reduced if the amount we drive and congestion continue to increase because of inefficient land uses. There is a broad consensus that there isn't just one thing that we should do; we will need to move on all fronts. Changes in technology will have to be accompanied by changes in travel behavior if we have any hope of reducing emissions to the levels required by the middle of this century. If we are to be successful in reconfiguring the region by 2050 or so, we need to start now.

While we implement the long-term land-use changes, is there anything we can do that will have more immediate impact?

Yes. The state law which requires a SCS allows us to use transportation measures and policies. These might include road pricing (new and increased tolls), parking regulations, and incentives to accelerate the adoption of alternative vehicles like electric cars, among others.

The extraordinarily high gas prices in 2008 demonstrated that an increase in the cost of driving had an immediate effect on travel patterns: fewer people drove, while more took transit. However, while transportation pricing policies could be powerful and fast-acting measures, the impact on people's pocketbooks will be politically contentious and difficult to implement. In addition, the equity consequences could be particularly challenging: we do not want to make life more unaffordable for those who are already struggling. If we increase the costs of driving, we need to supply land use and transportation choices so people have a genuine ability to avoid or mitigate those costs.

What are some of the other regional efforts related to the SCS?

The Air District and BCDC are developing policies and regulations that will affect the region's land use pattern and placement of public infrastructure, including transportation.

In its effort to control local and regional air pollution (smog, particulate matter, and airborne toxins), the Air District is considering an indirect source rule (ISR) that regulates the construction and long-term transportation impacts of land development. The ISR may require mitigation or payments in lieu of development that increases automobile travel and vehicle emissions. The Air District also recently adopted new thresholds for the evaluation of development projects under CEQA.

BCDC will be releasing an adaptation plan to prepare for inevitable sea-level rise and storm surges affecting areas on and near the Bay shoreline. This will have implications for the location of future development and perhaps for the relocation of existing development and infrastructure. The SCS needs to consider this adaptation work.

What if the SCS is not able to meet its targets?

If we cannot meet the greenhouse-gas reduction targets in the SCS, then we must prepare an Alternative Planning Strategy (APS) to accompany the SCS. The APS will be structured like the SCS, but it is an unconstrained plan that does not have to be as feasible or achievable as the SCS, since it would not be adopted as part of the RTP. The APS would identify the physical, economic, or political conditions required to meet the regional greenhouse gas targets. The APS may provide some CEQA streamlining to housing or mixed-use development projects which are consistent with certain aspects of its land use pattern.

What type of CEQA assistance might be provided through the SCS or APS?

The CEQA relief to be provided through the SCS or APS could include the following:

1. Residential or mixed use projects that comply with the general use designation, density, building intensity and other policies specified for the project area in the SCS will not be required to deal with growth-inducing impacts or transportation-related project-specific or cumulative impacts on global warming or on the regional transportation network required by CEQA.
2. Transit priority projects, which meet a number of land use, density and location criteria as well as including high-quality transit might be totally exempt from CEQA or might qualify for a streamlined review called a sustainable communities environmental assessment.

The SCS sounds like a big project. Are we starting from scratch?

Thankfully, we are not. For over a decade, the Bay Area has been encouraging more focused and compact growth to help revitalize older communities, develop complete communities, reduce travel time and expense, make better use of the existing transportation system, control the costs of providing new infrastructure, protect resource land and environmental assets, promote affordability, and generally improve the quality of life for all Bay Area residents. Reducing greenhouse-gas emissions just provides another reason to continue and accelerate these ongoing efforts.

Responding to the regional agencies' FOCUS program, over sixty local governments have voluntarily designated over 120 Priority Development Areas (PDAs). Located within existing urbanized areas and served by high-quality public transit, PDAs consume only about three percent of the region's land area but are being planned by their local jurisdictions to house nearly one-half of the region's projected population growth to the year 2035. FOCUS PDAs and associated incentive programs like TLC – which has reached its 10-year anniversary – provide a solid foundation upon which to build the SCS.

How much time do we have to complete the Sustainable Communities Strategy?

According to the State, the Bay Area's SCS is due in March 2013. However, a draft SCS needs to be completed by the beginning of 2012 so it can guide the investments in the transportation plan, to ensure consistency with the eight-year RHNA, and make sure that environmental impact documents are completed in time to allow sufficient public review. We will receive our final greenhouse-gas targets from the California Air Resources Board in September 2010. That leaves less than a year and a half to work with all our partners to actually produce the SCS.

Over the next few months, we will build the necessary analytic tools, strengthen partnerships with local governments and other stakeholders, and work out the information and engagement mechanisms to make the process transparent and worthy of public support.

Who should we contact with questions?

- Doug Kimsey, MTC, (510) 817-5790, dkimsey@mtc.ca.gov
- Ken Kirkey, ABAG, (5410) 464-7955, kennethk@abag.ca.gov
- Henry Hilken, BAAQMD, (415) 749-4642, hhilken@baaqmd.gov
- Joe LaClair, BCDC, (415) 352-3656, joel@bcdc.ca.gov



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MEMORANDUM

Date: October 21, 2010
To: Alameda County Transportation Commission
From: Planning, Policy and Legislation Committee
Subject: Update on Alameda CTC Pass-through Fund Program and Grant Programs

Recommendations:

This is an information item to provide an overview and status update on Alameda CTC's Pass-through Fund Program and Grant Programs.

Summary:

Approximately 60 percent of the net revenues received from the Measure B half-cent transportation sales tax in Alameda County fund programs. Alameda CTC allocates these funds throughout the County for essential services and projects. On a monthly basis, Alameda CTC disburses pass-through program funds to 19 agencies/jurisdictions, via formulas, percentages, and grants, for five programs: bicycle and pedestrian safety, local streets and roads, mass transit including express bus services, services for seniors and people with disabilities (paratransit), and transit-oriented development. Pass-through programs are required to submit annual independent compliance audits and accompanying annual descriptive compliance reports which are due at the end of each calendar year. Grants are required to submit progress reports every six months. This document summarizes the status of pass-through programs as reported for 08/09, and grant programs as reported through July 2010.

Background:

Summary of Pass-Through Fund Program

Since sales tax collection began for the 2000 Measure B on April 1, 2002, Alameda CTC/ACTIA has collected and distributed over \$488 million in pass-through funds, along with grant funds, to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes. In fiscal year 2008–2009 (FY 08/09), ACTIA allocated over \$54.5 million in pass-through program funds. In comparison to FY 07/08, Measure B allocations decreased by more than \$8 million for FY 08/09 allocations.

Overall agency/jurisdiction expenditures also decreased from \$71.2 million in FY 07/08 by almost \$5.9 million to 65.3 million in FY 08/09. These expenditures include Measure B reserves from previous years. The agencies/jurisdictions reported earnings of just over \$10.4 million in interest/other income, and after expenditures, a remaining balance of just over \$49 million in unspent FY 08/09 funds. Staff is working with jurisdictions to address the fund balances.

Revenue Totals for All Programs for Each Agency/Jurisdiction

Agency/Jurisdiction:	07/08 Unspent MB Balance	08/09 MB Revenues	Interest/Other Income	Measure B Expended in 08/09	Ending MB Balance
AC Transit	\$0	\$20,732,615	\$0	\$20,733,189	\$0
BART	\$0	\$1,441,700	\$7,774,276	\$1,441,700	\$0
LAVTA	\$0	\$805,234	\$82,911	\$875,393	\$0
Alameda County	\$7,181,187	\$2,522,090	\$124,443	\$1,128,005	\$8,699,714
ACE	\$16,720	\$2,050,108	\$60,971	\$1,951,999	\$2,298,073
City of Alameda	\$3,947,093	\$2,415,168	\$154,961	\$2,669,867	\$4,006,850
City of Albany	\$45,012	\$363,397	\$1,864	\$402,119	\$8,162
City of Berkeley	\$1,563,957	\$2,558,241	\$37,492	\$2,543,113	\$1,561,157
City of Dublin	\$967,487	\$423,203	\$59,496	\$135,593	\$1,314,593
City of Emeryville	\$319,592	\$237,731	\$8,340	\$297,387	\$268,272
City of Fremont	\$5,835,376	\$2,857,399	\$90,632	\$3,903,455	\$4,970,273
City of Hayward	\$3,358,834	\$2,613,749	\$911,739	\$4,856,243	\$2,020,295
City of Livermore	\$1,464,229	\$960,297	\$96,170	\$647,589	\$1,873,134
City of Newark	\$1,025,245	\$595,505	\$50,628	\$401,052	\$154,326
City of Oakland	\$18,305,524	\$9,967,904	\$661,425	\$17,629,229	\$14,670,812
City of Piedmont	\$184,338	\$349,966	\$0	\$125,793	\$408,511
City of Pleasanton	\$1,893,924	\$828,594	\$160,345	\$1,042,056	\$1,840,807
City of San Leandro	\$2,552,507	\$1,476,533	\$53,891	\$1,133,818	\$2,104,526
City of Union City	\$2,239,279	\$1,314,517	\$90,774	\$3,389,457	\$2,863,248
Total	\$50,900,305	\$54,513,950	\$10,420,358	\$65,307,056	\$49,062,752

Note: ACE, City of Dublin, and City of Newark reported 08/09 MB revenues that vary slightly from ACTIA's audited numbers. The expenditures throughout this report also vary slightly due to number rounding.

Pass-through fund program facts:

- The 19 agencies/jurisdictions leveraged \$65.3 million in Measure B funds to cover total overall project costs in FY 08/09 of over \$322 million.
- Of the total \$65.3 million in Measure B expenditures, \$26.1 million (40 percent) funded 173 local streets and roads projects; \$22.9 million (35 percent) funded 16 mass transit projects; \$9.8 million (15 percent) funded 30 paratransit programs/projects; and \$6.4 million (10 percent) funded 68 bicycle and pedestrian projects.
- Data from the 19 agencies/jurisdictions shows expenditures of about 52 percent of Measure B funds on operations, with the remaining funds spent on construction (13 percent), maintenance (10 percent), "other" projects (10 percent), project completion

(8 percent), plans, specifications, and estimates (6 percent), and just over 1 percent of expenditures went to project scoping, feasibility, and planning.

- Approximately \$3.2 million (5 percent) in Measure B funds covered staffing costs. Of these staffing dollars, 68 percent went to local streets and roads, 27 percent to mass transit, 5 percent to bicycle and pedestrian safety, and less than 1 percent to paratransit projects.

Jurisdictions rely on Measure B funds for numerous types of projects, a few of which are: street resurfacing; installation of signage, guardrails, and traffic signals; sidewalk and ramp repairs; pedestrian crossing improvements; bikeway feasibility studies; bus transportation; education and awareness about transportation safety; and paratransit services and travel training for seniors and peoples with disabilities.

Summary of Grant Programs

Alameda CTC/ACTIA also distributes grant funds to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes through the following four grant programs. In FY 08/09, ACTIA reimbursed project sponsors over \$4.7 million.

- **Bicycle and Pedestrian Countywide Discretionary Fund (CDF):** ACTIA has allocated over \$9.5 million over four funding cycles to 41 capital projects, programs, and master plans. To date, 23 projects are complete, 17 are active, and one was superseded. In FY 09/10, ACTIA reimbursed grant project sponsors a total of \$854,670.
- **Express Bus Service Fund:** The Expenditure Plan includes \$10 million (1998 dollars) for Express Bus Service programs. To date, ACTIA has allocated just under \$6.7 million over two grant cycles to six express bus service projects. Two projects are complete, one was superseded, and three are active. In FY 09/10, ACTIA reimbursed grant project sponsors a total of \$2,043,397.
- **Measure B Special Transportation for Seniors and People with Disabilities Fund (Paratransit Gap):** ACTIA has allocated over \$9.8 million over five funding cycles to 52 transportation projects and programs for seniors and people with disabilities. To date, 27 projects are complete, 24 are active, and one was canceled. In FY 09/10, ACTIA reimbursed grant project sponsors a total of \$1,731,748. Over \$800,000 was approved as stabilization funding from the Gap Grant program to address the funding declines in the base programs supported by the Pass-through funds.
- **Transit Oriented Development Fund:** The Expenditure Plan includes \$2.7 million (1998 dollars) for Transit Center Development (TCD). To date, ACTIA has allocated over \$1.5 million to eight TOD/TCD projects throughout Alameda County, four of which are complete. In FY 09/10, ACTIA reimbursed grant project sponsors a total of \$110,716.

Before grant programs are awarded to project sponsors, all grants are evaluated by the Alameda CTC. The CDF grants are recommended to the Commission by the Bicycle and Pedestrian Advisory Committee (BPAC), and Paratransit Gap grants are recommended to the Commission by the Paratransit Advisory and Planning Committee (PAPCO).

Some interesting grant program facts:

- As of August 2010, ACTIA has funded 107 grant projects in the amount of \$27,188,212.
- These grant programs have leveraged Measure B funds to cover total grant program costs of over \$109.3 million.
- Currently, 48 grants are active, two were superseded, and one was cancelled.

Overall, the four grant programs have been successful, meeting and exceeding performance measures and other markers of success. The 56 complete projects have improved transportation in Alameda County in a number of ways for each type of grant program as described in the following.

Bicycle and Pedestrian Safety: The 23 complete bicycle and pedestrian safety projects have helped close gaps for pedestrians and bicyclists, and improved safety and access for people throughout Alameda County:

- Project sponsors completed 13 capital projects that enhance bicycle and pedestrian travel. These include three streetscape enhancement projects; a bikeway project; four trails; three feasibility studies, including a feasibility study for a highway undercrossing, a feasibility study for an estuary crossing and a feasibility and engineering study; and bicycle lockers at a BART Station.
- Six successful plan projects include updates to two bicycle plans for Alameda County and U.C. Berkeley; a Pedestrian and Bicycle plan for the City of Pleasanton; two pedestrian plans for the Alameda County and the City of Alameda; and a railroad corridor improvement plan for the Union Pacific Railroad.
- Four programs provided education and outreach: A bicycle education program provided comprehensive on-road bicycle safety training for local youth, grades five through 12; a travel outreach program provided personalized travel information for approximately 20,000 people; bicycle safety education classes educated several thousand adults, teenagers, and children about bicycle safety; and a Safe Routes to Schools program at over 80 schools helped to ensure bicycle and pedestrian safety for youth going to and from school.

Express Bus Service: ACTIA approved three new projects on September 24, 2009. Two projects in Cycle 1 are complete:

- AC Transit Bus Connectivity – Major Hubs: This project consisted of planning and design activities related to providing enhanced access and public information to passengers at important express bus access points.
- Ardenwood Express Bus Park and Ride Improvements (AC Transit): This project included property acquisition and construction of an expanded Express Bus park-and-ride lot to 350 free parking spaces and 50 reserved parking spaces. The AC Transit Ardenwood Park and Ride Lot was rehabilitated and re-opened in late August 2009, at which time the entire lot became available for public use. Changes in the project scope allowed for the addition of a restroom, bus shelters, and next-bus signage in the shelters,

as well as signage on the freeway and in the lot itself with instructions on accessing the lot. The reserved parking spaces are beginning to sell regularly.

Paratransit: The 28 complete projects have improved transportation access for seniors and people with disabilities in a variety of ways: through Countywide mobility coordination, shuttle and taxi services, transportation to and from medical and non-medical appointments, group trips, special transportation services for individuals with dementia, rider care assistance, fare assistance, software to improve communication between riders and shuttle drivers, outreach and travel training, safety awareness, and travel assistance through travel escorts and volunteers. For many, this program has been a lifeline. Due to the reduction in Measure B sales tax revenue, ACTIA did not issue a Cycle 5 gap grant call for projects in fiscal year 2009/2010. However, in late June 2010, ACTIA executed amendments for Board-approved supplemental funding and extensions and also used Gap Grant funds to stabilize the base paratransit programs funded with the pass-through funds.

Although the total FY 09/10 numbers are not yet available, the mid-year total of trips to seniors and persons with disabilities is 885,924.

Transit-Oriented Development (TOD): The three complete projects have made transit more convenient and accessible for the general public through transit development in the following ways:

- ACTIA funded local match requirements for planning and capital projects for the Metropolitan Transportation Commission's Transportation for Livable Communities Capital (TLC), as well as the Alameda CTC/ACCMA TOD-TAP (Technical Assistance Program).
- Three projects completed through the MTC TLC matching program include the following station improvement plans: the Alameda Point Station Area Plan, the Downtown San Leandro Bus Rapid Transit Station Plan, and the Pleasanton Hacienda Business Park Station Area Plan.

Measure B Grant Programs General Findings and Recommendations

Overall, Alameda CTC grant programs are competitive, reported as valuable, and improve transportation for youth, adults, seniors, and people with disabilities throughout the County. The result of these programs is transportation access for the diverse population that lives in, works in, or travels through Alameda County. These Measure B grant programs will continue to fund access to transportation, innovative programs, safety improvements and encouragement efforts for more people to walk, bike, and take public transportation.

The majority of grant program project sponsors have been vigilant about meeting compliance reporting requirements; 62.5 percent of them submitted their most recent six-month progress no later than July 31, 2010, with 14.5 percent of them submitted within the following week of the due date. However, 23 percent were late. Final reports from the completed grants indicate that the project sponsors adhered to their agreement and amendments and sought to have their projects follow the agreement's original intent.

Staff has completed full evaluations of specific grant cycles to improve these grant programs, facilitate efficient grant administration, and adjust the programs for the ever-changing transportation needs of the people of Alameda County. Staff has documented some of the specific challenges with projects due to the following: project delays or delays in legislation that guide certain projects, project sponsors miscalculating the dollar amount necessary to complete the project, use of incorrect reporting forms, and a large percentage of project sponsors requesting extensions in specific grant cycles.

Based on the data collected, Alameda CTC has extended certain grant cycles, and as in the case of some Paratransit gap grants, provided additional funding. Every effort is made to forge consistent communication with grant recipients to ensure projects are on track (and that project sponsors are using the correct forms when reporting progress, requesting reimbursement, etc.), and to continue to ensure program area equity, so that future monies are distributed to projects widely through Alameda County.

Expanded Grant Program Summary

The following expanded summary of all Measure B grants is listed by programmatic funding source. The attachments provide additional detail, including the grant summary list in Attachment A.

Bicycle and Pedestrian Countywide Discretionary Fund Grants Status

ACTIA has allocated the Countywide Discretionary Fund for Bicycle and Pedestrian Grants through four funding cycles to date. The grant period for Cycle 1 began February 26, 2004, Cycle 2 began April 28, 2005, Cycle 3 began July 1, 2007, and Cycle 4 began July 1, 2009. All four cycles are for two-year funding periods. The Cycle 1 and 2 project sponsors have all completed their projects. See Attachment B for a detailed summary of the progress made for all four cycles of Bicycle and Pedestrian CDF grants. This grant program supports three different types of bicycle and pedestrian projects: capital projects, master plans, and programs.

- *Cycle 1 Countywide Discretionary Funds – Grant Period Began: February 2004*
ACTIA funded seven projects in the first funding cycle. Six projects are complete, and one project was superseded with a Cycle 3 grant (three capital projects, three master plans, and one program).
Total Measure B Funds: \$1,500,000
Total Projects Value: \$7,494,119
- *Cycle 2 Countywide Discretionary Funds – Grant Period Began: April 2005*
ACTIA funded eight projects in the second funding cycle. All projects are complete (six capital projects and two master plans).
Total Measure B Funds: \$1,000,000
Total Projects Value: \$2,125,993
- *Cycle 3 Countywide Discretionary Funds – Grant Period Began: July 2007*
ACTIA funded 14 projects in the third funding cycle. All projects are moving forward, nine are complete, and of the other four, two will be complete in 2010 and two will be complete in 2011 (10 capital projects, one master plan, and three programs).
Total Measure B Funds: \$3,257,292
Total Projects Value: \$17,689,127

- *Cycle 4 Countywide Discretionary Funds – Grant Period Began: July 2009*
ACTIA funded 12 projects in the fourth funding cycle. Many projects have started to move forward (five capital projects, three master plans, and four programs).
Total Measure B Funds: \$4,000,000
Total Projects Value: \$8,247,792

Bicycle and Pedestrian Grant Extension Summary

ACTIA gave the following grant extensions for a number of reasons. Some of the reasons were uncontrollable, such as weather or dependence on other entities to provide their service in a timely manner. Other reasons were due to a desire to maximize the scope, such as wanting to coordinate with components of an even more comprehensive and expanded master plan. There were also cursory delays due to project review and data analysis, and communication amongst key stakeholders, causing projects to progress more slowly than anticipated.

- Of the seven projects ACTIA sponsored in Cycle 1, six project sponsors requested extensions for completion (86 percent).
- In Cycle 2, six of the eight projects requested extensions for completion (75 percent).
- In Cycle 3, eight of the 14 projects requested extensions for completion (57 percent).
- In Cycle 4, four of the 12 projects requested extensions for task deliverable submission, and one of the 12 requested an extension for completion (42 percent).

Express Bus Service Grants Status

ACTIA allocated the first-year Express Bus Service Grants in fiscal year 2006 to 2007. The grant period for Cycle 1 began July 1, 2006, and expired October 31, 2009. Cycle 2 began in July 2009. See Attachment C for a detailed summary.

- *Cycle 1 Express Bus Funds – Grant Period Began: July 2006*
ACTIA funded three projects in the first funding cycle. One active project from this cycle is moving forward, and two are complete. All three have requested extensions for project completion.
Total Measure B Funds: \$3,170,843
Total Projects Value: \$12,198,850
- *Cycle 2 Express Bus Funds – Grant Period Began: July 2009*
ACTIA funded three projects in the second funding cycle. Two of the projects from this cycle are active. The third project has been superseded by one of the previous two projects.
Total Measure B Funds: \$3,528,157
Total Projects Value: \$5,069,679

Express Bus Grant Extension Summary

Requested completion extensions were due to scope expansion, fund shortfall for recommended improvements, and delays in final design approval.

- Of the three projects ACTIA sponsored in Cycle 1, all requested extensions for completion (100 percent).
- In Cycle 2, one of the two projects, the third having been superseded, requested an extension for completion (50 percent).

Paratransit Gap Fund Grants Status

ACTIA has allocated Paratransit Gap Fund Grants through four funding cycles to date. The grant period for Cycle 1 began July 1, 2004; Cycle 2 began July 1, 2005; Cycle 3 began July 1, 2006; and Cycle 4 began July 1, 2008. Cycles 1 and 2 were one-year funding periods, whereas Cycles 3 and 4 are two-year funding periods. See Attachment D for a detailed summary of the progress made for Cycles 1 through 4 Paratransit Gap Fund Grants.

- *Cycle 1 and 2 Gap Grant Projects – Grant Periods Began: July 2004 and July 2005*
ACTIA funded 16 projects in the first and second funding cycles. These projects are complete.
Total Measure B Funds: \$1,523,920
Total Projects Value: \$1,616,365
- *Status of Cycle 3 Projects – Grant Period Began: July 2006*
ACTIA funded 16 projects in the third funding cycle. Twelve projects are complete; the remaining four have either requested or have been granted extensions. These projects are scheduled for fall 2011 completion except for one which will end in fall 2010.
Total Measure B Funds: \$3,630,000
Total Projects Value: \$4,311,352
- *Status of Cycle 4 Projects – Grant Period Began: July 2008*
ACTIA funded 20 projects for the fourth funding cycle. All projects are proceeding as outlined in the ACTIA Grant Funding Agreement, except for one cancelled project. Those projects granted Board-approved extensions are expected to be complete in fall 2011.
Total Measure B Funds: \$4,470,610
Total Projects Value: \$6,753,326

Paratransit Gap Grant Extension Summary

Of the 16 projects ACTIA sponsored in Cycles 1 and 2, two project sponsors requested extensions for completion (13 percent); in Cycle 3, 12 of the 16 projects requested extensions for completion (75 percent); in Cycle 4, all except one of the 20 projects requested or received Board-approved extensions (53 percent).

Transit-oriented Development Grants Status

ACTIA has allocated Transit-oriented Development Grants through two funding cycles to date. The grant period for Cycle 1 began in 2005; Cycle 2 began in 2007. In 2009, ACTIA allocated additional funding for technical assistance. See Attachment E for a detailed summary of the progress made for Cycles 1 and 2 Transit-Oriented Development Grants.

- *Cycle 1– Grant Periods Began: 2005*
The four projects funded in this cycle are complete.
Total Measure B Funds: \$340,390
Total Projects Value: \$1,662,175
- *Cycle 2 – Grant Period Began: 2007*
The four projects funded in this cycle are moving forward and some are making significant progress.
Total Measure B Funds: \$767,000
Total Projects Value: \$42,199,000

Transit-oriented Development Grant Extension Summary

Of the four active projects, two of them have requested extensions (50 percent), because of construction delays due to inclement weather and a delay in securing STIP/TE funding.

Fiscal Impact

There is no fiscal impact associated with this update; this item is for information only.

Attachments

- A. Alameda CTC Programs Grants Summary
- B. Bicycle and Pedestrian Countywide Discretionary Fund Grants
- C. Express Bus Service Grants
- D. Paratransit Gap Fund Grants
- E. Transit-oriented Development Grants

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**Attachment B: Bicycle and Pedestrian Countywide Discretionary Fund
Grants Status Update**

Bicycle and Pedestrian Grants: Status of Cycle 1 Projects

Grant Period Began: February 2004

ACTIA funded seven projects in the first funding cycle. Six of the projects from this cycle are complete, and one was superseded.

- **Alameda County Pedestrian Master Plan** (County of Alameda): Completed August 2006, the Pedestrian Master Plan for communities within unincorporated Alameda County includes policy recommendations, an implementation plan, and a prioritized list of proposed ADA curb/sidewalk improvement projects, as well as other valuable resources. The successful development of this plan ultimately facilitates the development of walkable streets, ADA accessibility, and pedestrian safety and access.
- **Bicycle Education Program** (East Bay Asian Youth Center): Completed June 2007, the educational goal of this program was to provide comprehensive on-road bicycle safety training for local youth, grades five through twelve. Although this was a two-year program, its success is evidenced by the continued training and use of this program as a model.
- **Eastlake Streetscape and Pedestrian Enhancement Project** (City of Oakland): Completed January 2005, this \$3 million project's goals were to enhance the quality of life for residents and business owners. These goals were met by way of calming traffic, improving pedestrian safety, and encouraging alternate travel modes such as public transit, walking, and bicycling.
- **Iron Horse Trail in Pleasanton** (East Bay Regional Park District): Completed June 2008, this successful \$1.8 million project entailed constructing an approximately one-mile, 16-foot-wide, paved trail to connect the City of Pleasanton's local trail system to the main roads leading into a local business park and the Dublin/Pleasanton BART station, in addition to connecting to an existing bicycle trail.
- **Oakland Bicycle Plan Master Update** (City of Oakland): Completed February 2008, this Master Plan includes a focused programmatic environmental impact report and facilitates the expeditious evaluation and implementation of priority bicycle projects for the City, with the development of several prototype street classifications, ultimately enabling safer travel and better parking accommodations for cyclists.
- **San Leandro Bay Trail Slough Bridge** (City of San Leandro): Completed July 2008, ACTIA combined the grant funds for this project with an additional Cycle 3 grant, which superseded the original project (see Cycle 3 projects).
- **UC Berkeley Bicycle Plan** (UC Berkeley): Completed August 2006, this comprehensive Bicycle Plan addresses the entire UC Berkeley campus, portions of the hill campus, adjacent areas in the City of Berkeley, in addition to the City of Oakland and Eastbay

Regional Parks District. It focuses on tackling issues of bicycle access, circulation, and amenities, ultimately increasing the number of bicycle commuters and their safety.

Bicycle and Pedestrian Grants: Status of Cycle 2 Projects

Grant Period Began: April 2005

ACTIA funded eight projects in the second funding cycle. All are complete.

- **11th St Enhancements** (Union City): Completed March 2008, the 11th Street Enhancements project exponentially improved bicycle and pedestrian safety and provided high-quality pedestrian and bicycle access to the Union City Intermodal Station, as well as nearby planned developments.
- **Alamo Canal Trail Undercrossing of I-580 Feasibility Study** (East Bay Regional Park District): Completed January 2007, this feasibility study will facilitate the closure of a 600-foot gap in the existing Alamo Canal Trail, which has advanced toward the construction phase.
- **BART Station Electronic Lockers** (BART): Completed March 2009, the installation of 66 new electronic “shared-use” bicycle lockers at three Alameda County BART stations, and the relocation of 16 existing metal lockers provides a variety of benefits, including reducing the fire hazard created by existing plastic lockers, reducing or eliminating the waiting list for lockers, and increasing bicycle storage capacity at three BART stations.
- **Buchanan and I-80/I-580 Intersection Alternative Bike/Ped Connector Trail** (City of Albany): Completed July 2007, this project provides a safer, alternative route for bicyclists and pedestrians to cross the Interstate 80/580 interchange. This trail is a primary access route to the Bay Trail.
- **City of Alameda Pedestrian Master Plan** (City of Alameda): Fully completed January 2009, this Pedestrian Plan is a component of the citywide Transportation Master Plan. Some of its elements include development of goals and policies, review of existing conditions in school zones and identifying improvement needs, and development of an implementation plan.
- **Coliseum BART to Bay Trail Environmental Clearance** (Alameda County): Completed June 2007, this comprehensive report concludes that the construction of this proposed one-mile long BART to Bay Trail project would not have a significant effect on the environment.
- **Countywide Bicycle Plan Update** (Alameda County Congestion Management Agency): Completed May 2007, ACCMA conducted a focused update of the original countywide Bicycle Plan that was adopted in 2001, improving the accuracy and usability of the plan. The success of this plan can be seen in the connected and continuous network amongst local jurisdiction in the county, facilitating priority bicycle project across jurisdictional boundaries. This plan is being utilized in the coordination of the Countywide Strategic Pedestrian Plan.

- **Market Street Bikeway** (City of Oakland): Completed December 2008, this nearly \$5 million project improved bicycle and pedestrian safety and access with the construction of a two-mile bikeway that connects with an existing one-mile bikeway, utilizing crack and slurry seal to improve visibility and encourage longevity.

Bicycle and Pedestrian Grants: Status of Cycle 3 Projects

Grant Period Began: July 2007

ACTIA funded 14 projects in the third funding cycle. Nine projects are complete, and the remaining five have requested amendments for extensions. The updates below are based on information the Project Sponsors reported through their most recent progress reports (submitted at the end of July 2010).

- **Alameda-Oakland Estuary Crossing Feasibility Study** (City of Alameda): The Project Sponsor completed this in February 2010, and provided a final presentation to the Bicycle Pedestrian Advisory Committee in March 2010. As part of this project, the Sponsor:
 - Developed and evaluated alternatives for an improved bicycle and pedestrian connection between Alameda's west end and Oakland, which are separated by the Oakland Estuary.
 - Developed of a feasibility study, identifying recommended preferred alternatives warranting further study, design work, and an environmental analysis.
 - Made extensive public outreach to generate strong support for the final preferred alternative.
- **Aquatic Park Connection Streetscape Improvement Project** (Berkeley Redevelopment Agency): ACTIA has approved four amendments, one of which extended the grant completion date to September 30, 2010.
 - With the bid coming in under the 83 percent project cap, staff anticipates including additional thermoplastic bike treatments that connect the Aquatic Park Connection Route to the existing Bike Boulevards as endorsed by the Berkeley Bike Plan.
 - The Project Sponsor has installed bike racks/tree guards, pedestrian lighting, wayfinding, seating, and new sidewalks, as well as two of three remaining signs manufactured with funding from ACTIA.
- **Ashby BART Station/Ed Roberts Campus Ped/Bike Access and Safety Project** (City of Berkeley): ACTIA approved one amendment, which extends the grant completion date to June 30, 2010.
 - The Project Sponsor had not submitted the current Project Progress Report at the time of this report.
 - An amendment request is pending to revise deliverables and milestones due to the two-stage contractor selection process requiring more time than anticipated.
 - Construction of the overall Ed Roberts Campus project is 70 percent complete.

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- **San Leandro Bay Trail Slough Bridge** (City of San Leandro): ACTIA approved an amendment to extend the grant completion date to September 30, 2010, because of a delay due to the Project Sponsor's inability to secure federal funding and due to protection of endangered species limits.
 - The Project Sponsor had not submitted the current Project Progress Report at the time of this report; however, this project is in the closeout process.
 - **Bicycle Racks for New Buses** (AC Transit): AC Transit received bids for the new bike racks and had placed procurement on hold, pending the approval of changes to state code to allow bike racks holding three bikes to be installed on buses. ACTIA approved an amendment due to this delay that extends the grant completion date to October 31, 2011.
 - The Project Sponsor reports that the review of bids will begin in the subsequent reporting period.
 - AC Transit issued an Invitation for Bid (IFB) in May 2010 that closed in July 2010.
 - **Bicycle Safety Education Classes** (East Bay Bicycle Coalition): The Project Sponsor completed this project, and ACTIA staff closed it out in October 2009.
 - The Project Sponsor completed all six contractually required tasks, from preparing maps and training materials, to marketing and conducting Family Cycling Workshops to Police Department outreach.
 - Although there was difficulty during the first year, the project exceeded all performance measures during the second year. The Project Sponsor:
 - Provided three Day 2 course maps.
 - Exceeded the Police Diversion Programs performance measure target.
 - Exceeded Family Cycling Workshop target attendees by almost 20.
 - Mapped four Day 2 bicycle safety courses in four cities when only three were required.
 - **Buchanan Bicycle/Pedestrian Path – Preliminary Engineering and Environmental Phase** (City of Albany): ACTIA approved a third amendment, which extends the grant completion date to October 31, 2011.
 - The Project Sponsor anticipates submission of a National Environmental Policy Act (NEPA) document in November 2010.
 - The City obtained a federal construction grant of \$1.7 million for the construction of the Buchanan Path from San Pablo Avenue to the Buchanan Bridge.
 - The Project Sponsor reports that the right-of-way agreements with stakeholders were drafted in April 2010.
 - In January 2010, the City filed CEQA documentation with the State Clearinghouse.
 - **I-580 Undercrossing, Alamo Canal Trail – Plans, Specifications and Estimates (PS&E)** (East Bay Regional Parks District): The Project Sponsor completed this design project in February 2010 that included PS&E preparation for the Alamo Canal Trail undercrossing.

- The Project Sponsor created a request for proposal (RFP) for consultant design services, selected and managed the PS&E consultant, and executed the consultant contract.
- The consultant produced the 65 percent PS&E package and produced the final PS&E package.
- **Iron Horse Trail Feasibility & Engineering Study** (City of Livermore): This project was completed late-summer 2009.
 - This project entails development of a multi-use trail feasibility and engineering study for an approximately 1.5-mile gap in the Iron Horse Trail in Pleasanton, between Dublin/Pleasanton BART and Santa Rita Road. The Public Draft of the Feasibility Study was completed in January 2009.
 - The City approved the Final Feasibility Study and the associated Mitigated Negative Declaration in August 2009.
- **MacArthur Transit Hub Streetscape Improvement Project** (City of Oakland): This project was completed in 2009.
 - The project addressed pedestrian and bicycle access at and around the MacArthur BART station focused on improvements along 40th Street between Telegraph and Martin Luther King, Jr. Way.
 - Construction began in January 2008, and was completed in mid-July 2009.
- **Pleasanton Pedestrian & Bicycle Master Plan** (City of Pleasanton): A third amendment request was brought to the Board to extend the project completion date of this project to June 2010.
 - The Pleasanton City Council approved this project, developed to address concerns about trail access for people with disabilities, on February 16, 2010.
 - The Project Sponsor submitted the Final Report in April 2010, officially closing out this project.
- **Safe Routes to Schools (SR2S) Alameda County Partnership** (TransForm, formerly the Transportation and Land Use Coalition): The project, completed in June 2009, was closed out fall 2009.
 - In two years, the program, launched on International Walk to School Day in October 2007, developed comprehensive programs in 54 schools, which had a total of almost 23,000 students. Of these, 20,000 students attended a SR2S assembly program and over 3,000 received in-classroom presentations.
 - Another 51 schools in the county received resources and technical assistance in implementing SR2S programs.
 - Over 2,000 elementary and middle school students received training in safe, on-the-road bicycling, as part of their physical education curriculum.
 - Walk audits and resulting conceptual plans for infrastructure improvements were completed at 21 schools.
 - Other examples of school programs implemented include:
 - Monthly “Walk and Roll to School” days
 - Walking School Bus Trainings

- Daily walking school buses
 - “Breath of Fresh Air” Safe Routes Puppet Show
 - Pollution Punchcard contest
- **Travel Choice – Berkeley (City of Berkeley):** The project is complete.
 - TravelChoice provided travel options to City of Berkeley residents with the goal of increasing walking, bicycling, and transit use in targeted neighborhoods.
 - The Project Sponsor completed outreach to over 18,000 households in Berkeley.
 - The Project Sponsor distributed transportation information materials and rewards to over 9,600 households.
 - An independent consultant, hired by the sponsor, evaluated project effectiveness, and found reduced numbers of vehicle trips.
 - **Union Pacific RR Corridor Improvement Plan (Alameda County Public Works Agency):** ACTIA approved an amendment, which extended the grant completion date to December 31, 2009, and the grant funding expiration to April 2010. The project is complete.
 - This project identified the opportunity to create nearly 18 miles of multi-use pathway in the heart of the East Bay, following the existing Union Pacific Railroad (UPRR) Oakland Subdivision.
 - The Project Sponsor finalized the UPRR Corridor Improvement Study in December 2009.

Bicycle and Pedestrian Grants: Status of Cycle 4 Projects

Grant Period Began: July 2009

ACTIA funded 12 projects in the fourth funding cycle, which are all underway.

- **Alameda Countywide Bicycle Plan Update (Alameda CTC):** The Alameda CTC is coordinating updates of the Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan with a completion goal of 2011.
 - The Project Sponsor reported development of timeline and processes, and review of early deliverables in June 2010.
 - Selected in May 2009, the consultant, Eisen/Letunic, is leading the plan update effort.
- **Alamo Canal Regional Trail – Interstate 580 Undercrossing (Construction)** (City of Dublin): Environmental work is underway for this project to construct a 3.6-mile, multi-use trail segment, under Interstate 580, connecting two existing trails and closing a critical gap between the cities of Dublin and Pleasanton.
 - The Project Sponsor contracted TYLin to prepare the NEPA document and acquire approval from Caltrans, a prerequisite for use of federal funds.
 - In May 2010, the City was awarded \$1.021 million in federal funds through the Alameda County Congestion Management Agency’s 2010 Regional Transportation Improvement Program (RTIP) for construction in FY 10/11.

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- **Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan** (City of Albany): This project began in January 2010 to develop the City of Albany's first Pedestrian Plan and update its current Bicycle Plan originally published in 2003. Currently, an amendment request is pending to extend the date for NTP issuance.
 - Fehr and Peers began collecting data immediately beginning with the Green and Arts Festival in early May and at the Bike to Work Day 2010.
 - The City selected the consultant Fehr and Peers to spearhead the plan in April 2010.
 - **Bicycle Safety Education Program** (East Bay Bicycle Coalition): The comprehensive bicycle safety education program has the goal of teaching 4,000 people to safely ride bicycles over the two years of its Measure B grant.
 - The Project Sponsor has conducted Traffic Skills 101 Classes, Train-the-Trainer sessions, Family Cycling Workshops, Kids' Bike Rodeos, and provided Police Diversion outreach.
 - The Project Sponsor has also developed Spanish translation materials.
 - **East Bay Greenway Environmental Review and Implementation Strategy** (Urban Ecology): Due to changes in Urban Ecology staffing, this project that proposed to build a 12-mile walking and biking path under the elevated BART tracks between Oakland and Hayward, was delayed. In June 2010, the agreement was finalized for Urban Ecology, under the direction of ACTIA, to provide development services.
 - The Project Sponsor reports it has extended the term for the Coastal Conservancy grant agreement.
 - The Project Sponsor is holding meetings regarding federal grant support.
 - In July 2010, the Project Sponsor selected the top-ranked consultant firm and has begun contract negotiations.
 - **Iron Horse Trail Feasibility Study – Dublin BART to Santa Rita Road** (East Bay Regional Parks District): This project entails development of a multi-use trail feasibility study for an approximately 1.5-mile gap in the Iron Horse Trail in Pleasanton, between Dublin/Pleasanton BART and Santa Rita Road. ACTIA executed an amendment in April 2010 to extend the executed consultant contract due date.
 - The Project Sponsor reports that it executed the consultant agreement with Callander Associates Landscape Architecture, Inc. in February 2010.
 - **Irvington Area Pedestrian Improvements** (City of Fremont): This improvement project, which includes six intersections along Fremont Boulevard in the Irvington District, is currently under design. ACTIA executed an amendment request in early April 2010 to extend the dates for final design, ad-bid-award for construction, and construction commencement and completion.
 - The Project Sponsor reports that the project will go out to bid September 2010.
 - Design is at 95 percent.
 - The field survey is complete.

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- **Lakeshore/Lake Park Avenue Complete Streets Project** (City of Oakland): Design has begun on the coordinated improvements to create a “complete street” near Lakeshore and Lake Park Avenues.
 - Design is at the 50 percent completion stage.
 - The City has presented the landscape design alternatives to the community.
 - **Newark Pedestrian and Bicycle Master Plan** (City of Newark): ACTIA executed a second amendment in March 2010 to revise project milestones due to a staffing reduction.
 - In June 2010, the Project Sponsor selected the consultant Fehr & Peers to assist in the plan preparation.
 - In December 2009, the City released an RFP, received five proposals, and shortlisted two of them.
 - **Safe Routes to Schools Alameda County Partnership** (TransForm): This successful program is continuing for an additional two years. TransForm continues to expand and strengthen its program in East and South Alameda County areas. The Project Sponsor has:
 - Celebrated Bike to School Day with over 3,000 youth.
 - Reached 7,000 students in 15 elementary schools with puppetshow assemblies.
 - Surveyed students and parents for post-show data.
 - Gave 50 parent presentations to a total of 800 parents.
 - Launched the International Walk to School Day in October 2007, with over 65 participating schools and approximately 30,000 participating students.
 - Trained 1,810 students in bicycle safety/riding through in-school and after-school programs.
 - **TravelChoice New Residents** (TransForm): Due to acquisition of matching funds and miscommunication with the Air District over which funding source was eligible for the program, the program has moved forward at a slower pace than expected. ACTIA approved an administrative amendment to amend milestones, including the project end date, to allow for securing funds or plan modification should those funds not be secured.
 - In July 2010, the Project Sponsor garnered in full the outstanding amount of matching funds needed for this project. The Alameda CTC unanimously approved the proposed TFCA Regional Manager program, which included a recommendation of \$165,000 in matching funds for TravelChoice New Residents.
 - **Tri-City Senior Walk Clubs** (City of Fremont) Four sites have completed their 20-week program that began in July 2009. The Project Sponsor has:
 - Added two new walking sites: the Fremont Community Center, and Wisteria Place senior housing in Union City.
 - Revised the 20-week Walk This Way curriculum and participant workbook covering four major topic areas: physical activity, nutrition, health education, and “getting around town.”
 - Conducted Day 1, Week 8, and Week 16 assessments.
 - Determined that a Walk This Way fitness instructor was needed to provide structure and continuity.

- Identified five new program sites identified.
- Contracted a project partner for coordinated program development and implementation with the City.
- Conducted outreach to individuals and groups interested in Walk This Way.
- Established four program sites.
- Conducted assessments with each participant to evaluate the Walk This Way program.
- Identified and trained six peer leaders recruited to continue program activities after the initial 20-week program concluded.

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Attachment C: Express Bus Service Grants Status Update

Express Bus Service Grants: Status of Cycle 1 Projects

Grant Period Began: July 2006

ACTIA funded three projects in the first funding cycle; two are still active:

- **Express Bus Connectivity – Major Hubs** (AC Transit): The goal of this completed project was to enhance access and provide public information to passengers at express bus access points. Although key grant milestones were achieved, it was proposed that remaining funds from this grant be allocated to AC Transit as a Cycle 2 Express Bus Service grant.
 - After determining that it was not feasible to work with the Metropolitan Transportation Commission (MTC), the Project Sponsor entered into a new contract for completion of the first stage with Wilbur Smith and Associates.
 - The Hub Performance Review process was initiated and completed during winter/spring 2009.
- **Ardenwood Express Bus Park and Ride Improvements** (AC Transit): This project includes property acquisition and construction of an expanded Express Bus park-and-ride lot to 350 free parking spaces and 50 reserved parking spaces. The Project Sponsor has submitted an amendment request to extend the grant funding period on this project and would like to use the remaining project funds to install e-charging stations for vehicles in the lot.
 - Construction is 97 percent complete.
 - The reserved parking spaces are beginning to sell regularly.
 - The AC Transit Ardenwood Park and Ride Lot was rehabilitated and re-opened in late August 2009, at which time the entire lot became available for public use.
 - Changes in the project scope allowed for the addition of a restroom, bus shelters, and next-bus signage in the shelters, as well as signage on the freeway and in the lot itself with instructions on accessing the lot.
- **LAVTA Bus Rapid Transit** (Livermore Amador Valley Transportation Authority (LAVTA)): The initial concept for this project was to mirror the existing Route 10 service with minor deviation in the downtown Pleasanton area. However, due to project opposition by residents near the planned route, LAVTA agreed to maintain the current 15-minute headways on the Pleasanton portion of the existing Local 10 line and add Transit Signal Priority technology to the intersections in Pleasanton to speed up the current service, allowing this travel-time-sensitive rapid project to migrate to the Dublin side of Interstate 580. In April 2010, a Board-approved amendment revised the Grant Funding Agreement expiration date to October 2010.
 - Street furniture (including bus stop signs, lighting, etc.) began arriving in June 2010, and the Project Sponsor reports that installation has begun.
 - Transit Signal Priority upgrades are complete at all intersections along the Rapid alignment, and the system software is currently being upgraded.
 - Construction activity proceeded through the end of June 2010: Concrete work is complete in the City of Livermore except for the Downtown Signature Stop; Concrete work is at 90 percent in the City of Dublin.

- The start of rapid transit operation is expected in January 2011.

Express Bus Service Grants: Status of Cycle 2 Projects

Grant Period Began: July 2009

ACTIA funded three projects in the second funding cycle. Two projects from this cycle are active, and the third was superseded:

- **Alameda County Countywide Express Bus Plan (AC Transit):** This project, originally planned as a Multi-county Express Bus Study, was superseded by the AC Transit Line 1R/International Rapid Weekday and Weekend Operations project.
- **1R/International Rapid-Weekday and Weekend Operations (AC Transit):** This grant provides funds for one year of operation of weekday and weekend services on the AC Transit Line 1R in an effort to help eliminate potential cuts in services. The weekday service is currently AC Transit's second-highest performing line.
 - The Project Sponsor reports that all work was completed June 2010 and anticipates project closeout in September 2010.
- **LAVTA Express Bus Operating Assistance (LAVTA):** The LAVTA Express Bus works in tandem with other local service programs to create, expand, and enhance express bus services countywide, with a focus on three existing, vital lines.
 - These express routes continue to serve as an economic and employment engine for users and employers in the Tri-Valley
 - The three funded routes are currently in operation.

Attachment D: Paratransit Gap Grants Status Update

Paratransit Gap Grants: Status of Cycles 1 and 2 Projects

Grant Periods Began: July 2004 and July 2005

ACTIA funded 16 projects in the first and second funding cycles, all of which are complete. Not all of the final reports are on file for this cycle which ended in July 2005. The main outcomes of these projects appear below.

- **Accessible Home Improvement Program** (City of Oakland): Administered through the City of Oakland's Paratransit Program, AHIPP served as a link between existing home improvement resources and the North County paratransit programs to assist non-ambulatory citizens in accessing a world outside of their homes by providing home improvement services such as the installation of lifts and/or ramps.
- **Group Recreation Trips** (City of Hayward)
- **Joint Medical Transportation Outreach** (City of Fremont)
- **Joint Medical Transportation Outreach** (City of Hayward)
- **Joint Medical Transportation Outreach** (City of San Leandro)
- **Medical Return Trip Improvement Program** (City of Alameda)
- **Medical Return Trip Improvement Program** (City of Albany)
- **Medical Return Trip Improvement Program** (City of Berkeley)
- **Medical Return Trip Improvement Program** (City of Emeryville)
- **Medical Return Trip Improvement Program** (City of Oakland): The aforementioned five projects were structured to address the critical service gap in North Alameda County regarding on-demand medical return trips, augmenting the City-based paratransit program already in place. This program successfully eliminated substantial waiting lists in the various cities.
- **Paratransit Fare Assistance Program** (City of Fremont)
- **Prescheduled Non-medical Trips** (City of Hayward)
- **Same-day Medical Trips** (City of Hayward)
- **Travel Escort Program** (City of Fremont)
- **Tri-Valley Taxi Study for Seniors and Disabled** (LAVTA): The para-taxi program evaluated costs and benefits of providing Tri-Valley paratransit trips through the use of increased taxi services and the potential development of a taxi voucher program.
- **Out-of-Town Medical Trips** (City of San Leandro)

Paratransit Gap Grants: Status of Cycle 3 Projects

Grant Period Began: July 2006

ACTIA funded 16 projects in the third funding cycle. Twelve projects are complete, and the remaining four continue to be active due to completion extensions. Following are the complete projects:

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- **Countywide Mobility Coordination Program (ACTIA):** This project successfully provided ongoing education and outreach support to older adults and individuals with disabilities with regard to hospital and paratransit transportation coordination. All performance measures were either met or are in continuum.
 - **East Bay Paratransit Rider Care Specialist (San Francisco Bay Area Rapid Transit District (BART)):** This project, initiated to address complex rider problems, to initiate education and outreach programs, to improve new rider orientation, and to improve service planning, was completed in June 2010.
 - **East Bay Paratransit Mobile Data Computer/Automatic Vehicle Location Pilot Project (AC Transit):** This completed project was put in place to purchase, install, and operate a Mobile Data Computer(MDC)/Automatic Vehicle Location (AVL) system for a portion of East Bay Paratransit's ADA fleet and road supervisor vehicles and supporting software for dispatch. The system was successfully accepted as was anticipated.
 - **Fare Assistance for AC Transit Circulator Routes (City of Newark):** Provision of 10-ride ticket booklets for two new circulator routes to paratransit riders and their administration was the focus of this program. This project provided more than 67,000 trips to paratransit riders.
 - **Hayward Ride-Today! (City of Hayward)** This pilot program successfully provided same-day/demand response paratransit service.
 - **LAVTA Paratransit Customer Service Software Purchase and Installation (LAVTA):** Purchase and installation of two customer service software packages for scheduling, including web-access and interactive voice response system were the focus of this program. Success of this program is evidenced by allowing clients to book, cancel, and/or confirm their own trips, offering clients more hands-on control over their schedules.
 - **North Alameda County Group Trip Program (BACS):** This project was initiated to provide affordable transportation options for groups seeking access to activities and sites, in particular those isolated and unable to leave their facilities. The Project Sponsor estimated it would not expend approximately \$40,000 of the grant due to a late start and because the organization could not commit to the initial vehicle purchase and necessary staffing for the project. The bulk of project deliverables could not be met; therefore, the project closed.
 - **Older Driver Safety Awareness Program (City of Fremont):** This program promoted safe mobility to seniors by educating them, their caregivers, and service providers about factors that affect driving ability as one ages, and strategies seniors may employ that enable them to continue driving safely as long as possible.
- Volunteers for Independence Program (VIP Rides) (City of Fremont):** Under the same grant agreement as the Older Driver Safety Awareness Program, this project gained approval to reallocate funds to fulfill this grant over an additional two-year period under a new contract that ended in June 2010. The goal of this project was to link volunteers

with elderly and disabled Tri-City residents who require door-through-door assistance on trips for medical appointments, shopping, and other errands. Although the VIP Rides Project in Cycle 3 is closed, it continues under a different agreement in Cycle 4.

- **Outreach and Travel Training Project of North Alameda County** (Center for Independent Living (CIL)): This project conducted outreach throughout Alameda County to train people with disabilities and seniors in the fixed route transportation systems throughout the county.
- **Special Transportation Services for Individuals with Dementia** (Alzheimer's Services of the East Bay): The focus of this project was to provide transportation services to individuals with cognitive impairment, primarily those with Alzheimer's disease. On successful completion of this project in June 2008, the Project Sponsor reported no incidents with regard to safety and according to surveys, 100 percent of clients were satisfied.
- **Tri-Valley Travel Training Program** (LAVTA): The Project Sponsor developed and implemented a transit rider-oriented travel training model in 2009.

The ACTIA Board approved the Paratransit Advisory and Planning Committee (PAPCO) recommendation to allocate additional Measure B funding and extend the following grants:

- **Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion** (Bay Area Community Services (BACS)): This project was initiated to expand the existing Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle programs to provide additional services.
 - In April 2010, the ACTIA Board granted a term extension and additional funding to September 2011.
 - The Project Sponsor added a new Senior Residence Service (biweekly service) in March 2009.
 - The program is continuing to operate service but on a smaller scale because of lower-than-anticipated demand due to the current economic climate in California.
 - The Project Sponsor exceeded by 40 trips its goal of 70 one-way trips a month (in the six-month period ending in December 2009).
- **South County Taxi Pilot Program** (ACTIA and City of Fremont): ACTIA approved an amendment request to extend this project to September 2011 to continue to provide safety-net same day taxi service to city-based program registrants in the cities of Fremont, Union City, and Newark.
 - The ACTIA Board granted a term extension and additional funding to this project to maintain its current level of service during fiscal year 2010-11.
- **Tri-City Travel Training Pilot Program** (ACTIA and City of Fremont): This travel training project in Fremont, Newark, and Union City teaches seniors and people with disabilities how to use public transportation including AC Transit buses and BART trains.

- ACTIA approved an amendment request to extend this project to September 2011.
- New Freedom funding was secured through a grant that ACTIA successfully wrote, and the Project Sponsor held a planning meeting to discuss the expansion of the Travel Training Program.
- The Project Sponsor sent follow-up surveys to workshop participants, and conducted surveys via the telephone in Mandarin for monolingual Chinese workshop participants.
- In this reporting period, the Project Sponsor provided four travel training workshops.
- The Project Sponsor held two train-the-trainer sessions in the City of Fremont with a number of community volunteers from ethnically based organizations.
- Almost 80 people have been trained, including non-English speaking participants.

The remaining active Cycle 3 project appears below:

- **Ashby BART Station/Ed Roberts Campus Project** (City of Berkeley/Ed Roberts Campus): This project includes the construction of a paratransit waiting area adjacent to the proposed Ed Roberts Campus.
 - In December 2009, construction of the overall project had reached approximately 70 percent.
 - ACTIA approved an administrative change request for a grant extension to June 30, 2010.

Paratransit Gap Grants: Status of Cycle 4 Projects

Grant Period Began: July 2008

ACTIA funded 20 projects in the fourth funding cycle. Most projects are moving forward, some have made progress, and one was cancelled. Project summaries follow:

- **EBP Mobile Data Terminal/Automatic Vehicle Locator Project** (MDT/AVL) (AC Transit): This technology improves trip planning and delivery, increases coordination between dispatchers and drivers, and improves contact with passengers. The pilot program began in 2006. About 50 percent of the East Bay Paratransit fleet is now equipped with MDT/AVLs. In April 2010, ACTIA approved an amendment request to revise the Project Sponsor matching funds. The project is scheduled for completed in September 2011.
 - The Project Sponsor reports that MDT/AVL units for the balance of the fleet will be installed by September 2010.
 - The Project Sponsor has completed the sole-source contract for additional units.
- **Interactive Voice Response (IVR)/ Web-based Scheduling Software** (AC Transit): This project includes the purchase and installation of IVR/Web-based scheduling software, which is the next step in advancing the technology available to EBP users. The IVR system calls passengers five minutes before the vehicle's arrival.

- ACTIA approved an amendment to extend the completion date to September 2011.
- The project was delayed due to AC Transit not being able to secure matching funds.
- **New Freedom Fund Grant Match Program (AC Transit):** This project will lay the groundwork for AC Transit to determine the feasibility of establishing a mobility management structure within its jurisdiction.
 - ACTIA approved an amendment to extend the completion date to December 2010.
 - The Project Sponsor received its funding agreement from MTC.
 - In February 2010, AC Transit authorized the release of an RFP and authorized the Interim General Manager to enter into a memorandum of understanding (MOU) with CCCTA.
- **Countywide Mobility Coordination (ACTIA)** This grant funds the second-phase of the Mobility Coordination Program to improve ACTIA outreach efforts, broaden the scope and reach of ACTIA web-based and print informational and educational materials, and to coordinate, expand, and evaluate programs such as this one. The Project Sponsor has met performance measures for this contract, and this grant is coming to a close with the Grant Funding Agreement expiration of October 2010. Following are some of the accomplishments to date by the Project Sponsor:
 - Ongoing tasks include:
 - Staffing of Alameda County's Paratransit Information Line.
 - Outreach at key evenings – 21 events attended during this reporting period.
 - Continued management of the Hospital Discharge Transportation Program.
 - Continued management of the Paratransit Waiting Area Program.
 - Continued oversight for Emergency Wheelchair Breakdown Service.
 - MOUs with Alameda CTC regarding previously enrolled facilities are either in progress or executed.
 - ACTIA held a Coordination Summit focusing on the Transit Sustainability Project in May 2010.
 - Staff also printed and distributed Access Alameda translations in Farsi, Tagalog, and Vietnamese.
- **Central County Taxi Program Expansion and "Guaranteed Ride Home" for Travel Training Participants (ACTIA):** The priorities of this program were to provide same-day transportation services to older adults and those with disabilities, and to expand availability of accessible transportation options within the County. Implementation of this project was subject to availability of sufficient Gap Cycle 3 funding for the Tri-City Taxi Program, which did not become available, making it necessary to cancel this project.

- **Driving Growth through Transpiration: Special Transportation Services for Individuals with Dementia** (Alzheimer's Services of the East Bay): This program has been successfully providing transportation to those with moderate to late stage Alzheimer's disease or dementia within Oakland's five districts. The Project Sponsor has consistently increased the number of individuals served and the trips provided. In April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to continue essential services to riders with dementia.
 - The Project Sponsor reported providing transportation services for 94 individuals with dementia – 16,626 one-way trips within 125 days of service.
- **North County Youth/Adults with Disabilities Group Trip Project (BORP)**: This project provides accessible group trip transportation in North County for children, youth, and adults with disabilities who participate in sports; recreational programs are the focus of this program, which is successfully exceeding the youth-served goal. In April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to continue essential services.
 - BORP provided 1,054 round trips during FY 09/10.
 - To control costs, BORP increased the required minimum ridership for vehicle usage, as well as reduced staff hours.
- **Mobility Matters!** (Center for Independent Living): This grant funds the continuation and an expansion of the Outreach & Travel Training Project of Northern Alameda County, which was funded in gap grant Cycle 3 to conduct group and individualized travel training with seniors and people with disabilities in northern Alameda County.
- In April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to continue essential work in service to seniors and persons with disabilities.
 - During the second half of FY 09/10, CIL provided travel training for 25 people. Seven of those also received mobility training.
 - The Project Sponsor performed outreach in northern Alameda County at 13 different venues.
- **Albany Senior Center Community Shuttle Bus** (City of Albany): The purpose of this program is to enrich the lives of seniors and those with disabilities by expanding transportation services to support and expand door-to-door grocery shopping trip program, accommodating more group day trips, and supporting activities in destinations outside of walking distance. Because the performance measures for his project are either being met or exceeded, in April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to continue its services to the senior community in the City of Albany.
 - The Project Sponsor designed a new brochure highlighting services and sent it to each household in the City of Albany.
 - The Project Sponsor provided 1,694 trips during reporting period ending June 30, 2010, serving 200 people.

- **94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities** (City of Emeryville): This program, which began full-time services in February 2009, provides free ridership anywhere within the 94608 zip code to seniors and those with disabilities. Because the shuttle has been continually operating and increasing ridership levels, in April 2010, the ACTIA Board approved a term extension to June 2011 for this project to continue its essential service to senior and persons with disabilities.
 - The Project Sponsor conducted a formal rider survey in June/July 2010.
 - The *8-To-Go* service was featured in the City News/Activity Guide, which is delivered to every address in Emeryville and available for pick-up in many commercial areas.
 - The City of Emeryville held two *8-To-Go* promotional and travel trainings at the Emeryville Senior Center.
- **VIP Rides Program** (City of Fremont): This Travel Escort Program links seniors and those with disabilities with volunteers who accompany them on paratransit rides, providing assistance where needed. Because the performance measures for this project are either being met or exceeded, the ACTIA Board, in April 2010, approved a term extension to June 2011 and additional funding to continue this program in the City of Fremont.
 - The Project Sponsor experienced an increase of volunteer-driven and escorted trips from 53 percent in FY 08/09 to 78 percent in the last six months of FY 09/10.
 - The program made 1,065 service linkages (2,130 one-way escorted trips) during the reporting period ending June 30, 2010.
 - Approximately 74 percent of the escort trips were for medical appointments.
 - Volunteers contributed 3,373 hours during FY 09/10.
 - Recruitment efforts are focused on getting more volunteers to provide transportation in their own vehicles.
- **Hayward Round About – Paratransit Shuttle Service** (City of Hayward): Original estimates for this new service were at least 9,000 rides over the 24-month program period, increasing capacity on both the Hayward Base Paratransit Service and the Hayward Ride-Today Same-Day Expansion Service. However, ridership was lower than expected, and this project was completed in June 2010.
 - On April 16, 2010, the Project Sponsor suspended service due to depleted gap grant funding.
 - Between January 2009 and April 2010, the Project Sponsor provided 2,951 free, same-day trips for 112 unduplicated registered Paratransit riders, their attendants, and companions.
- **GRIP – Grocery Return Improvement Project** (City of Oakland): Initial estimates for this program were 1,500 to 2,500 on-demand return trips for individuals, to provide on-demand or scheduled service to peripheral ADA areas for an estimated 100 riders, and to transport approximately 500 riders on the ADA certification wait list and provide approximately 2,100 one-way trips. Due to the viability of this program, in April 2010, the ACTIA Board approved a term extension to June 2011 for this project.

- Ongoing outreach entailed in-person visits, phone calls, and mailers.
- The Project Sponsor provided:
 - 806 grocery return trips during January 2010 through June 2010.
 - 4 trips to riders living out of ADA service area during January 2010 through June 2010.
 - 128 total 21-day referral trips during January 2010 through June 2010.
- **Taxi – Up & Go Project!** (City of Oakland – Department of Human Resources): The purpose of this project is to enhance and expand the taxi scrip program, which also provides transportation access escorts and case management support for frail, mono-lingual, and socially isolated residents in the City of Oakland. The annual survey showed that clients would like to use the Taxi – Up & Go Project! (TUGO) scrip not just during the week, but also on the weekends. Currently, the number of taxi-rides and requests for assistance and training is increasing. Due to the viability of this program, in April 2010, the ACTIA Board approved a term extension to June 2011 for this project.
 - The Project Sponsor provided 1,282 trips during January 2010 through June 2010, in service to 507 people.
 - Surveys/service assessments were distributed to clients and volunteers for FY 09/10.
 - The Project Sponsor trained a new Senior Leader to assist with client/caregivers, data entry, and to update all scrip/voucher usage information.
 - The Project Sponsor developed new brochures and distributed them to clients and caregivers.
 - The new project coordinator re-vamped the distribution plan and increased the training sessions.
- **Downtown Route** (City of Pleasanton) Original estimates for this program were to support 150 riders, making approximately 5,000 trips per year. Because the City of Pleasanton has been successful in exceeding its performance measures, in April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to continue service to the City of Pleasanton community.
 - Senior Center Volunteer Ambassador Travel Trainers provided training to seven people and volunteered 33.5 hours of service.
 - The total rides during FY 09/10 were 6,554, in service to 122 unduplicated riders.
 - Staff completed a rider evaluation on the program for July 2009 through December 2009. Staff distributed 88 surveys with a 42 percent response rate.
- **Rider Assessment Service** (City of Pleasanton): The initial goal of this program was to complete 24 annual assessments of potential Pleasanton Paratransit Service (PPS) users and current aging riders with changing transit needs. However, an amendment was approved to adjust the performance measures after a yearly evaluation showed the need for service was not as great as originally anticipated. Although the updated goal was 10 annual assessments, it was not enough to consider extension of this program, which ended June 2010.

- The Project Sponsor made 20 outreach presentations to medical facility staff members, advisory committee members, community-based organization volunteers, and nursing home staff during the second half of FY 09/10.
- **LAVTA Livermore Senior Housing Shuttle (LAVTA):** Connecting four senior housing centers and the Veterans Affairs Hospital with the Livermore Transit Center, this project provides residents with better access to fixed-route services, effectively serving as a feeder from senior living facilities to the trunk lines of the Wheels system. Marketing outreach and travel training efforts have encouraged and trained paratransit clients to make use of Route 55 for their travel needs. In April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to allow more time for the route to develop and ridership to increase, as well as allow time to secure other funding. However, if ridership does not increase, or additional funding is not secured, the additional funding will allow the Project Sponsor to “draw down” the service.
 - During the second half of FY 09/10, LAVTA provided 877 rides.
 - Marketing outreach has taken place at the five activity points served by the route.
 - The travel trainer has actively solicited current paratransit users to use the fixed-route provided for their convenience.
- **Paratransit Vehicle Donation Program and Dial-A-Ride Scholarship Project (LAVTA):** Offering surplus paratransit vehicles retired from the Wheels Dial-a-Ride fleet to community-based organizations is the keystone of this project, which also offers Dial-a-Ride scholarships. In April 2010, the ACTIA Board approved a term extension to June 2011 for this project to maintain its current level of service until funding is exhausted.
 - The donation program provided 1,420 trips to eligible WHEELS clients during the second half of FY 09/10.
 - The Project Sponsor awarded 11 scholarships during the second half of FY 09/10.
 - LAVTA also reimbursed 13 vehicle repairs during this reporting period.
- **Learn BART! A Picture Guide to Riding BART (BART):** Although this project was delayed due to budgetary issues, ACTIA approved an amendment to extend the project timeline to June 2011. Currently the project is in progress, although, it is still behind schedule and may need an additional amendment to revise the timeline.
 - The Project Sponsor has selected and fully executed the contract with the author/illustrator.
- **Volunteers Assisting Same Day Transportation and Escorts (Senior Support Program of the Tri Valley):** This program continues to expand the parameters of what paratransit can do. Volunteers pick people up from the hospital when released and bring them home; they walk seniors into their medical appointments; and they provide same-day, door-to-door transportation service in the Greater Bay Area for seniors. Since the Project Sponsor has consistently met its performance measures, in April 2010, ACTIA’s Board approved a term extension to June 2011 and additional funding for this viable project.

- In the second half of FY 09/10, the Project Sponsor scheduled 937 rides, 22 of them were same-day service, in service to 90 people.
- In the second half of FY 09/10, this program has reached well over 400 seniors in the community.
- The Project Sponsor provided 1,567 scheduled rides this fiscal year.
- Since inception, the program has had 152 unduplicated riders, trained 56 volunteers, and attended over 24 community events.
- The Project Sponsor added 63 new seniors to the program. In all, over 200 Tri-Valley seniors are signed up for this program.

Attachment E: Transit-oriented Development Grants Status Update

Transit-oriented Development: Status of Cycle 1 Projects

Grant Period Began: 2005

ACTIA funded four projects in the first funding cycle. All projects are complete. Not all of the final reports are on file for this cycle which ended in 2007. The highlights appear below.

- **Alameda Point Station Area Plan** (City of Alameda): Completed in 2007, this plan to redevelop the former Alameda Naval air Station (Alameda Point) was spear-headed by the Alameda Reuse and Redevelopment Authority (ARRA) in conjunction with the City of Alameda. One of its prominent objectives was to ensure that redevelopment results in maximizing and supporting transit use with mixed-use environments.
- **Downtown San Leandro Bus Rapid Transit Station Area Plan Project** (City of San Leandro): Completed 2007.
- **Pleasanton Hacienda Business Park Station Area Plan Project** (City of Pleasanton): Completed 2007.
- **TOD-TAP Development** (Alameda County Congestion Management Agency): Completed 2007.

Transit-oriented Development: Status of Cycle 2 Projects

Grant Period Began: 2007

ACTIA funded four projects in the second funding cycle. All projects are underway and making progress.

- **Bay Street Streetscape Project** (City of Fremont): This project was designed to enhance Bay Street with pedestrian and bicycle access to high volume transit hubs. The City has completed preliminary underground work.
 - In July 2010, ACTIA approved an Administrative Amendmen Request to extend the project to September 2011.
 - Concrete work and street light installation are underway.
 - The City has installed all irrigation and electrical conduits.
 - The preliminary underground work is complete.
 - In April 2010, the City began construction on this project.
- **Downtown Livermore Pedestrian Transit Connections Program** (City of Livermore): As part of the Regional Transportation for Livable Communities (TLC), this project involves transit center pedestrian enhancements, including landscaping, lighting, signage, art, benches, and transit information kiosks.

- **Transportation Enhancements at Ashby BART Station/Ed Roberts Campus** (City of Berkeley): Construction is underway and completion is anticipated in spring 2010 for this project that provides pedestrian and bicycle access and safety improvements.
 - Amendment request is pending to revise the project timeline.
 - The Project Sponsor reported that construction was at 70 percent in December 2009.

- **West Oakland Seventh Street Transit Village Streetscape** (City of Oakland) Access improvements to the West Oakland BART Station area are the focus of this project.
 - In July 2010, ACTIA approved an Administrative Amendment Request to extend the timeline to September 2012.
 - In April 2010, the City began construction on this project.
 - The City Council advertised and awarded this project to Gallagher & Burk, Inc.
 - The Project Design phase of this project is complete.



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 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: October 21, 2010
TO: Alameda County Transportation Commission
FROM: Finance and Administration Committee
SUBJECT: Approval of FY 2010-2011 Budget—First Quarter Update

Recommendations:

It is recommended that the Board approve the attached First Quarter budget update for FY 2010-11.

Summary:

A total of 20 Capital projects and programs experienced material budget changes during the past quarter. A total of 11 projects and programs reduced budgets by a total of \$ 76,948,700 while 9 projects and programs increased the budget by a total of \$ 2,208,000. These combined changes, if approved, would reduce the adopted FY 2010-11 Budget by a net reduction of \$ 74,290,700.

Discussion or Background:

This spring, staff assembled a Capital Improvement Program and Operating Budget that anticipated work on a wide range of ongoing as well as new projects using federal, state and local resources. The tables below summarize the changes to this budget based on a review of the projects and programs managed by the CMA.

FY 10/11 Capital Improvement Program First Quarter Budget Changes

Project/Program	Budget Reductions	Adopted CMA Budget	Recommended Reduction	Revised CMA Budget
1	Countywide Bicycle Plan Update	\$122,900	\$84,900	\$38,000
2	I-80 Gilman Interchange Improvements	750,000	253,600	496,400
3	I-880 N. Safety and Operational Improvements	7,878,500	2,965,600	4,912,900
4	Implementation of Ramp Metering	192,900	80,300	112,600
5	I-580 Eastbound HOT Lane Project	14,324,600	9,047,800	5,276,800
6	I-580 EB Aux Lane Project	11,861,900	10,678,700	1,183,200
7	I-580 Corridor Right of Way Project	7,431,100	2,940,600	4,490,500
8	I-580 WB HOV Lane Project	38,419,600	33,923,300	4,496,300
9	I-880 SB HOV Lane Extension	3,914,800	505,200	3,409,600
10	I-80 ICM Project	27,641,100	14,383,400	13,257,700
11	Marina Blvd / I-880 PSR Project	2,307,300	1,635,300	672,000
Total Reductions		\$114,844,700	\$76,498,700	\$38,346,000

FY 10/11 Capital Improvement Program First Quarter Budget Changes

Project/Program Budget Additions	Adopted CMA Budget	Recommended Addition	Revised CMA Budget
1 Transportation and Land Use Plan	\$230,000	\$305,000	\$535,000
2 Bike to Work Day	60,000	3,600	63,600
3 I-580 PSR at 106 th Avenue	120,000	240,000	360,000
4 SMART Corridors O&M	850,800	173,200	1,024,000
5 I-580 Soundwalls Design	1,633,500	851,500	2,485,000
6 I-580 Westbound HOT Lane Project	750,000	81,800	831,800
7 Webster Street SMART Corridor	1,013,900	247,900	1,261,800
8 I-680/I-880 Cross Connector	132,000	183,000	315,000
9 San Pablo Avenue TSP	0	122,000	122,000
Total Additions	\$4,790,200	\$2,208,000	\$6,998,200

An explanation of the proposed changes to these projects is provided in an Attachment to this memorandum.

In addition, administrative expenses to date are within budgeted amounts. Therefore, at the current time, no changes in the operating budget are recommended.

Fiscal Impacts:

The recommended changes to the Capital Improvement Program budget and the Revenue and Expenditure Summary will provide an updated baseline for evaluating future requested modifications or updates to the CMA's Budget.

Attachments:

Attachment A: Explanation of the proposed changes to existing projects, programs and core functions

Attachment B: FY 2010-2011 Budget Update-First Quarter

Attachment C: Capital, Planning and Programming: Five Year CIP

Attachment A

A. Reductions to Existing Projects, Programs and Core Functions — First Quarter

1) Countywide Bicycle Plan Update (239.1)

FY 09/10 Budget	\$122,900
<u>Budget Adjustment</u>	<u>- 84,900</u>
Amended Budget	\$38,000

Basis for the reduction:

The budget adjustment a transfer of consultant services management to ACTIA.

2) I-80 / Gilman Interchange Improvements (265.0)

FY 10/11 Budget	\$750,000
<u>Budget Adjustment</u>	<u>- 253,600</u>
Amended Budget	\$496,400

Basis for the reduction:

The budget adjustment reflects a delay in the funding authorization and the award of the consultant services contract.

3) I-880 North Safety and Operational Improvements (410.0)

FY 10/11 Budget	\$7,878,500
<u>Budget Adjustment</u>	<u>- 2,965,600</u>
Amended Budget	\$4,912,900

Basis for the reduction:

The budget adjustment reflects a delay in right of way acquisition to FY 11/12.

4) Implementation of Ramp Metering on I-580 (416.0)

FY 10/11 Budget	\$192,900
<u>Budget Adjustment</u>	<u>- 80,300</u>
Amended Budget	\$112,600

Basis for the reduction:

The budget adjustment reflects the removal of construction support activities.

5) I-580 Eastbound Hot Lane Project (420.4)

FY 10/11 Budget	\$14,324,600
<u>Budget Adjustment</u>	<u>- 9,047,800</u>
Amended Budget	\$5,276,800

Basis for the reduction:

The budget adjustment reflects construction starting in FY 11/12.

6) I-580 EB Aux Lane Project (420.5)

FY 10/11 Budget	\$11,861,900
<u>Budget Adjustment</u>	<u>- 10,678,700</u>
Amended Budget	\$1,183,200

Basis for the reduction:

The budget adjustment reflects construction starting in FY 11/12.

7) I-580 Corridor Right of Way Preservation Project (423.0)

FY 10/11 Budget	\$7,431,100
<u>Budget Adjustment</u>	<u>- 2,940,600</u>
Amended Budget	\$4,490,500

Basis for the reduction:

The budget adjustment reflects the delay in completing the right of way acquisitions in the City of Livermore and the need to identify additional parcels for acquisition.

8) I-580 WB HOV Lane Project (424.0)

FY 10/11 Budget	\$38,419,600
<u>Budget Adjustment</u>	<u>- 33,923,300</u>
Amended Budget	\$4,496,300

Basis for the reduction:

The budget adjustment reflects construction starting in FY 11/12.

9) I-880 SB HOV Lane Extension - Hegenberger to Marina (430.0)

FY 10/11 Budget	\$3,914,800
<u>Budget Adjustment</u>	<u>505,200</u>
Amended Budget	\$3,409,600

Basis for the reduction:

The budget adjustment reflects a reduction in right of way acquisition in FY 10/11.

10) I-80 ICM Project (491.0)

FY 10/11 Budget	\$27,641,100
<u>Budget Adjustment</u>	<u>- 14,383,400</u>
Amended Budget	\$13,257,700

Basis for the reduction:

A portion of the construction has been delayed until FY 11/12 because of funding issues.

11) Marina Blvd / I-880 PSR Project (650.0)

FY 10/11 Budget	\$2,307,300
<u>Budget Adjustment</u>	<u>- 1,635,300</u>
Amended Budget	\$672,000

Basis for the reduction:

The construction has been delayed until FY 11/12.

**B. Additions to Existing Projects, Programs and Core Functions —
First Quarter**

1) Transportation and Land Use Work Program (219.0)

FY 10/11 Budget	\$230,000
<u>Budget Adjustment</u>	<u>305,000</u>
Amended Budget	\$535,000

Basis for the addition:

Additional funding was received from ACTIA.

2) Bike to Work Day (240.0)

FY 10/11 Budget	\$60,000
<u>Budget Adjustment</u>	<u>3,600</u>
Amended Budget	\$63,600

Basis for the addition:

Funding from FY 09/10 was carried forward to FY 10/11 and 11/12.

3) I-580 PSR at 106th Avenue (334.3)

FY 10/11 Budget	\$120,000
<u>Budget Adjustment</u>	<u>240,000</u>
Amended Budget	\$360,000

Basis for the addition:

The budget adjustment reflects the addition of Caltrans PPM funding.

4) SMART Corridors – Operations and Management (345.0)

FY 10/11 Budget	\$850,800
<u>Budget Adjustment</u>	<u>173,200</u>
Amended Budget	\$1,024,000

Basis for the addition:

The budget adjustment reflects the addition of funding from the proposed Transportation Improvement Measure.

5) **I-580 Soundwalls Deisgn – San Leandro and Oakland** (374.0)

FY 10/11 Budget	\$1,633,500
<u>Budget Adjustment</u>	<u>851,500</u>
Amended Budget	\$2,485,000

Basis for the addition:

The budget adjustment reflects the extension of project construction into FY 10/11.

6) **I-580 Westbound HOT Lane Project** (424.1)

FY 10/11 Budget	\$750,000
<u>Budget Adjustment</u>	<u>81,800</u>
Amended Budget	\$831,800

Basis for the addition:

The budget adjustment reflects additional environmental studies for FY 10/11.

7) **Webster Street SMART Corridor** (440.0)

FY 10/11 Budget	\$1,013,900
<u>Budget Adjustment</u>	<u>247,900</u>
Amended Budget	\$1,261,800

Basis for the addition:

The budget adjustment reflects the addition of funding from MTC CMAQ and the City of Alameda.

8) **I-680/I-880 Cross Connector - PSR** (470.0)

FY 10/11 Budget	\$132,000
<u>Budget Adjustment</u>	<u>183,000</u>
Amended Budget	\$315,000

Basis for the addition:

The budget adjustment reflects resumption of project study report activities in FY 10/11.

9) San Pablo Avenue Traffic Signal Priority System / Transit Improvement Project (478.0)

FY 10/11 Budget	\$0
<u>Budget Adjustment</u>	<u>122,000</u>
Amended Budget	\$122,000

Basis for the addition:

The budget adjustment reflects the extension of the project into FY 10/11.

C. New Projects and Programs

None

Attachment B

Fiscal Year 2010-2011 Budget Update: First Quarter

- **Combined Revenue and Expenditure Summary**
- **Administrative Budget-Revenue and Expenditure Detail**
- **Capital Projects, Planning and Programming Revenue and Expenditure Summary**

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

Fiscal Year 2010-2011 Budget Update - DRAFT

Combined Revenue & Expenditure Summary	FY 2010-2011 Proposed Sept. 2010			1st Qtr. Approved Budget	% Change
	Admin Budget	Capital, Planning & Programming	Combined Budget		
Beginning Fund Balance:	\$ 6,383		\$ 6,383	\$ 6,383	
REVENUES					
Member Dues:	1,095,338	-	1,095,338	1,095,338	0%
Reimbursements:					
Indirect Charges from Capital, Planning & Programming	2,626,329		2,626,329	2,548,982	3%
Projects and Planning Salaries and Benefits		2,302,271	2,302,271	2,307,618	0%
Subtotal:	\$ 3,721,667	\$ 2,302,271	\$ 6,023,938	\$ 5,951,938	1%
Grants ¹ :					
MTC Planning Support & Transportation Land Use		148,900	148,900	228,200	-35%
RM2		11,877,800	11,877,800	16,340,400	-27%
ACTIA / Measure B		3,312,500	3,312,500	7,718,600	-57%
AC Transit		330,000	330,000	330,000	0%
AB 1171		1,250,000	1,250,000	-	100%
ARRA		2,839,100	2,839,100	5,829,100	-51%
I-Bond : CMIA		3,171,700	3,171,700	11,375,000	-72%
CT/State Planning Grant		118,400	118,400	118,400	0%
Earmark		793,500	793,500	1,374,600	-42%
Other Federal		1,721,600	1,721,600	2,470,300	-30%
SHOPP		279,500	279,500	279,500	0%
STIP		5,206,200	5,206,200	8,542,600	-39%
STP/CMAQ		3,186,600	3,186,600	1,955,600	63%
TCRP		1,606,300	1,606,300	2,939,000	-45%
I-Bond : TLSP		8,916,000	8,916,000	11,916,000	-25%
TFCA		851,400	851,400	753,900	13%
CMA-TIP		2,989,200	2,989,200	2,539,600	18%
WCCTAC		383,700	383,700	75,200	410%
Other Local		7,142,900	7,142,900	10,903,400	-34%
TVTC		1,680,000	1,680,000	1,408,400	19%
Total Revenues:	\$ 3,721,667	\$ 60,107,571	\$ 63,829,238	\$ 93,049,738	-31%
EXPENDITURES					
Salaries & Benefits	\$ 1,948,802	\$ 2,302,271	\$ 4,256,420	\$ 4,256,420	0%
Salaries	1,255,663	1,508,247	2,763,910	2,763,910	0%
Employee Benefits	693,139	799,371	1,492,510	1,492,510	0%
Administration	\$ 1,266,500		\$ 1,266,500	\$ 1,266,500	0%
Board Meeting per diem	60,000		60,000	60,000	0%
Transportation & Travel & Special Events	85,000		85,000	85,000	0%
Office Expenses	281,500		281,500	281,500	0%
Office Space (rent)	420,000		420,000	440,000	-5%
Tenant Impts/Capital Outlay	20,000		20,000	20,000	0%
Insurance	30,000		30,000	10,000	200%
Legal Counsel	100,000		100,000	100,000	0%
Annual Audit	32,000		32,000	32,000	0%
Legislative Advocacy	108,000		108,000	108,000	0%
Memberships	5,000		5,000	5,000	0%
Professional Services	125,000		125,000	125,000	0%
On call	100,000		100,000	100,000	0%
DBE/SBE/LBE	25,000		25,000	25,000	0%
Project Expenditures		57,805,300	57,805,300	87,321,200	-34%
Total Expenditures:	\$ 3,215,302	\$ 60,107,571	\$ 63,322,873	\$ 92,844,120	-32%
Total Revenues less Total Expenditures:	506,365	-	506,365	205,618	146%
Plus: Beginning Fund Balance:	6,383	-	6,383	6,383	0%
Ending Fund Balance before MergerCosts & Payback:	512,748	-	512,748	212,001	142%
Less Payback of CMA-TIP Advances:	(100,000)		(100,000)	(100,000)	0%
**Less Merger Related Costs:	(200,000)		(200,000)	(200,000)	0%
Ending Fund Balance:	\$ 212,748	\$ -	\$ 212,748	\$ (87,999)	

Notes:

** Costs estimated to support merger activities are legal, human resources, and management consultant expenses but do not include potential severance costs.

1 Revenues by fund source and expenditures by project and phase are detailed in pages 2 and 3 of the Budget Summary.

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

Fiscal Year 2010-2011 Qtr Budget Update - DRAFT

Administrative Budget Revenue & Expenditure Detail	Proposed Sept. 2010
Beginning Fund Balance (estimated):	\$ 6,383
REVENUES	
Member Dues	1,095,338
Indirect Charges from Capital, Planning & Programming	2,626,329
Total Revenues:	\$ 3,721,667
EXPENDITURES	
Salaries & Benefits	1,948,802
Salaries	1,255,663
Employee Benefits	693,139
Office Administration	1,266,500
Board Meeting per diem	60,000
Transportation & Travel	75,000
Office Expenses	20,000
Postage/Delivery	7,500
Advertising	10,000
Telephone	70,000
Food	7,000
Business Insurance	30,000
Misc.	2,500
Office Supplies	20,000
Equip. Leases	40,000
Tenant Impts/Capital Outlay	20,000
Computer Support	80,000
Website Service	12,000
Training	5,000
Rent	420,000
Legal Counsel	100,000
Audit Services	32,000
Legislative Advocacy	108,000
Memberships	5,000
Professional Services	100,000
DBE/LBE/SBE	25,000
Special Events	10,000
Softward Licenses	7,500
Total Expenditures:	\$ 3,215,302
Total Revenues less Total Expenditures:	506,365
Ending Fund Balance before Merger Costs & Payback:	512,748
Less Payback of CMA-TIP Advances:	(100,000)
Less Merger Related Costs:	(200,000)
Ending Fund Balance:	\$ 212,748

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

Fiscal Year 2010-2011 Qtr Budget Update - DRAFT

Capital Projects, Planning, and Programming Revenue & Expenditure Summary	Proposed Sept. 2010
<u>REVENUES</u>¹ MTC Planning Support & Transportation Land Use RM2 ACTIA / Measure B AC Transit AB 1171 ARRA I-Bond : CMIA CT/State Planning Grant Earmark Other Federal SHOPP STIP STP/CMAQ TCRP I-Bond : TLSP TFCA CMA-TIP WCCTAC Other Local TVTC	148,900 11,877,800 3,312,500 330,000 1,250,000 2,839,100 3,171,700 118,400 793,500 1,721,600 279,500 5,206,200 3,186,600 1,606,300 8,916,000 851,400 2,989,200 383,700 7,142,900 1,680,000
Total Revenues:	\$ 57,805,300
<u>EXPENDITURES</u>² Scoping / Project Dev PS&E / Design Right of Way Construction Support Construction - ACCMA O&M Equipment Purchase System Integrator Others Planning Consultants LOS Monitoring CMP Update Travel Model Support Perf.Report / Mobility Monitor Model Update Operations Analysis	1,342,000 9,839,700 8,630,000 7,539,700 14,930,000 934,300 - 6,996,100 614,800 3,285,800 35,000 4,000 30,000 15,000 40,000 1,000,000
Total Expenditures:	\$ 57,805,300
Total Revenues less Total Expenditures:	-

Notes:

1. Revenue fund sources are detailed by project in the CIP.
2. Expenditures are detailed by project and phase in the CIP.

Attachment C

Capital, Planning and Programming: Five Year CIP

Alameda County Congestion Management Agency

**Summary of Revenue Detail
FY 2010/2011 - FY 2014-2015**

Expenditure and Revenue Total (Capital, Planning, Programming and Core Functions)								
	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Total ACCMA Expenditure	106,774,400	62,734,000	75,335,700	78,253,300	96,354,100	2,824,000		422,275,500
Total ACCMA Revenue	106,774,400	62,734,000	75,335,700	78,253,300	96,354,100	2,824,000		422,275,500

Total Revenues (Detail by Source)								
	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
MTC Planning Support	46,400	1,550,200	1,265,300	781,000	825,000			4,467,900
RM1			16,000,000					16,000,000
RM2	40,513,800	11,985,100	9,288,900	2,980,000	1,676,000	474,000		66,917,800
ACTIA / Measure B	24,468,900	9,165,000	6,127,900	1,358,000	15,000			41,134,900
AC Transit		330,000						330,000
AB 1171		1,250,000		18,800,000	75,000,000			95,050,000
ARRA	208,400	3,000,000	2,269,300	1,267,300	755,000			7,500,000
I-Bond : CMIA	9,472,800	16,672,600	72,990,600	158,599,500	41,643,300			299,378,800
CT/State Planning Grant		215,000	25,000					240,000
Earmark	6,000,000	793,500	381,500	50,000				7,225,000
Other Federal	4,187,700	2,371,100	1,871,600	120,000	29,300			8,579,800
SHOPP	16,500,000	10,500,000	4,400,000	3,826,000	1,774,000			37,000,000
STIP	23,933,900	5,741,000	3,343,700	1,100,000	1,000,000			35,118,600
STP/CMAQ	15,587,200	3,905,800	200,000	120,000				19,813,000
I-Bond : TCIF				25,000,000	30,050,000	17,950,000		73,000,000
TCRP	26,954,000	1,740,500	10,601,700					39,296,200
I-Bond : TLSP	484,000	8,916,000	7,000,000	5,000,000				21,400,000
VPPP Federal	1,659,100							1,659,100
TFCA	1,583,600	972,900	251,000	231,000	91,000			3,129,500
CMA-TIP	7,952,700	3,263,600	1,592,000	115,000	115,000			13,038,200
WCCTAC	47,000	395,900	81,100					524,000
Other Local	5,289,800	8,259,900	3,925,000	2,750,500				20,225,200
TVTC	1,022,100	1,789,900	1,738,000					4,550,000
Total Revenue:	185,911,300	92,818,100	143,352,700	222,098,300	152,973,600	18,424,000		815,578,000
Less Revenue to Others	-79,164,000	-30,307,500	-68,245,000	-143,845,000	-56,815,500	-15,600,000		-393,977,000
Total Grant Revenue	106,747,300	62,510,600	75,107,700	78,253,300	96,158,100	2,824,000		421,601,000
CMA General Fund	27,100	223,400	228,000		196,000			674,500
Total ACCMA Revenue	106,774,400	62,734,000	75,335,700	78,253,300	96,354,100	2,824,000		422,275,500

Alameda County Congestion Management Agency
Summary of Expenditure Detail
FY 2010/2011 - FY 2014-2015

Expenditure and Revenue Total (Capital, Planning, Programming and Core Functions)								
	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Total ACCMA Expenditure	106,774,400	62,734,000	75,335,700	78,253,300	96,354,100	2,824,000		422,275,500
Total ACCMA Revenue	106,774,400	62,734,000	75,335,700	78,253,300	96,354,100	2,824,000		422,275,500

Total Expenditures (Detail by Phase)								
	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Scoping / Project Dev	8,129,400	1,342,000	874,200					10,345,600
Environmental	21,053,400	2,568,900	250,000					23,872,300
PS&E / Design	36,545,600	9,839,700	2,652,000					49,037,400
Right of Way	3,443,500	8,630,000	25,950,000	18,800,000	75,000,000			131,823,500
Construction Support	9,314,100	7,539,700	10,768,700	23,812,200	8,477,800	2,724,000		62,636,500
Construction - ACCMA	12,153,500	14,930,000	26,484,100	32,707,800	9,200,000			95,475,400
O&M	566,000	934,300			1,200,000			2,700,300
System Integrator	5,010,500	6,996,100	2,000,000					14,006,600
Equipment Purchase	276,000							276,000
Others	1,494,200	614,800	100,000	100,000	75,000	50,000		2,434,000
Planning Consultants	13,800	3,285,800	1,378,700	858,600	744,900			6,281,800
LOS Monitoring		35,000	100,000	5,000	100,000			240,000
CMP Update		4,000	55,000	10,000	55,000			124,000
Travel Model Support		30,000	20,000	20,000	20,000			90,000
Perf.Report / Mobility Monitor		15,000	10,000	10,000	10,000			45,000
Model Update		40,000	100,000		100,000			240,000
Operations Analysis	1,420,400	1,000,000	1,845,000					4,265,400
ACCMA Staff	7,354,000	4,928,600	2,748,000	1,929,700	1,371,400	50,000		18,381,700
Total ACCMA Expenditure:	106,774,400	62,734,000	75,335,700	78,253,300	96,354,100	2,824,000		422,275,500
Construction/CM - Others	79,164,000	30,307,500	68,245,000	143,845,000	56,815,500	15,600,000		393,977,000
Total Expenditure	185,938,400	93,041,500	143,580,700	222,098,300	153,169,600	18,424,000		816,252,500

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015**

I-680 Southbound HOT Lane								
Job Number: 210.0-5	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	2,272,600							2,272,600
PS&E / Design	2,150,000							2,150,000
Construction Support	601,000	471,100						1,072,100
System Integrator	4,840,500	2,866,100						7,706,600
Others	376,000	190,200						566,200
ACCMA Staff	1,669,000	648,500	409,300					2,726,800
TOTAL Expenditures:	11,909,100	4,175,900	409,300					16,494,300

Revenues								
CMA General Fund	27,100							27,100
ACTIA : Measure B3	4,909,400	667,200						5,576,600
Caltrans : PPM	21,900							21,900
Caltrans : Fed Others	1,096,600	394,000	213,400					1,704,000
Caltrans : Fed VPPP	1,659,100							1,659,100
Caltrans : ALA RIP	4,156,900	2,959,700	195,900					7,312,500
CMA-TIP	38,100	155,000						193,100
TOTAL Revenues:	11,909,100	4,175,900	409,300					16,494,300

Guaranteed Ride Home - TFCA								
Job Number: 224.3	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Planning Consultants		117,200	113,700	113,700				344,600
ACCMA Staff		22,800	26,300	26,300				75,400
TOTAL Expenditures:		140,000	140,000	140,000				420,000
Revenues								
TFCA (40%)		140,000	140,000	140,000				420,000
TOTAL Revenues:		140,000	140,000	140,000				420,000

Bike to Work Day								
Job Number: 240.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Planning Consultants	12,400	63,600	20,000					96,000
TOTAL Expenditures:	12,400	63,600	20,000					96,000
Revenues								
TFCA (40%)	12,400	63,600	20,000					96,000
TOTAL Revenues:	12,400	63,600	20,000					96,000

I-80 / Gilman Interchange Improvements								
Job Number: 265.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	2,900	400,000	792,200					1,195,100
ACCMA Staff	32,500	96,400	83,000					211,900
TOTAL Expenditures:	35,400	496,400	875,200					1,407,000
Revenues								
MTC Planning Support		15,100						15,100
Caltrans : PPM	8,700	3,300						12,000
Caltrans : Fed Demo-Ala	26,700	259,000	794,100					1,079,900
Others : Local Others		218,900	81,100					300,000
TOTAL Revenues:	35,400	496,400	875,200					1,407,000

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015**

I-80 Central: Rail and Trade Corridor

Job Number: 266.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Planning Consultants		461,100	50,000					511,100
ACCMA Staff		123,900	30,000					153,900
TOTAL Expenditures:		585,000	80,000					665,000

Revenues								
MTC : State Others		215,000	25,000					240,000
CMA-TIP		10,000						10,000
Others : Port of Oakland		360,000						360,000
Others : Local Others			55,000					55,000
TOTAL Revenues:		585,000	80,000					665,000

Bus Rapid Transit Corridor Enhancement

Job Number: 267.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Planning Consultants		513,900						513,900
ACCMA Staff		76,100						76,100
TOTAL Expenditures:		590,000						590,000

Revenues								
Caltrans : STIP		590,000						590,000
TOTAL Revenues:		590,000						590,000

Central Alameda County Freeway Study

Job Number: 277.0-2	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Operations Analysis	1,420,400	1,000,000	1,845,000					4,265,400
ACCMA Staff	284,500	70,000	100,000					454,500
TOTAL Expenditures:	1,704,900	1,070,000	1,945,000					4,719,900

Revenues								
ACTA : Measure B1	1,416,900	900,000	1,683,000					3,999,900
Caltrans : PPM	28,600							28,600
CMA-TIP	259,400	170,000	262,000					691,400
TOTAL Revenues:	1,704,900	1,070,000	1,945,000					4,719,900

TFCA Programming, Monitoring & Administration

Job Number: 314.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
ACCMA Staff		91,000	91,000	91,000	91,000			364,000
TOTAL Expenditures:		91,000	91,000	91,000	91,000			364,000

Revenues								
TFCA (40%)		91,000	91,000	91,000	91,000			364,000
TOTAL Revenues:		91,000	91,000	91,000	91,000			364,000

Altamont Commuter Express (ACE) - Ops - ACTIA

Job Number: 320.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
ACCMA Staff		15,000	15,000	15,000	15,000			60,000
TOTAL Expenditures:		15,000	15,000	15,000	15,000			60,000

Revenues								
ACTIA : Measure B2 Operation		15,000	15,000	15,000	15,000			60,000
TOTAL Revenues:		15,000	15,000	15,000	15,000			60,000

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015**

CMA TIP / STIP Monitoring								
Job Number: 334.0-2	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Planning Consultants		1,420,000	700,000	700,000	700,000			3,520,000
ACCMA Staff		375,000	415,000	415,000	415,000			1,620,000
TOTAL Expenditures:		1,795,000	1,115,000	1,115,000	1,115,000			5,140,000
Revenues								
Caltrans : STIP		1,680,000	1,000,000	1,000,000	1,000,000			4,680,000
CMA-TIP		115,000	115,000	115,000	115,000			460,000
TOTAL Revenues:		1,795,000	1,115,000	1,115,000	1,115,000			5,140,000
I-580 PSR at 106th Avenue								
Job Number: 334.3	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev		300,000						300,000
ACCMA Staff		60,000						60,000
TOTAL Expenditures:		360,000						360,000
Revenues								
Caltrans : PPM		360,000						360,000
TOTAL Revenues:		360,000						360,000
SMART Corridors - Operations & Management								
Job Number: 345.0-1	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
O&M	566,000	934,300						1,500,300
ACCMA Staff	77,900	89,700						167,600
TOTAL Expenditures:	643,800	1,024,000						1,667,800
Revenues								
Caltrans : CMAQ								0
CMA-TIP	618,800							618,800
AC Transit : Local Others		330,000						330,000
Transportation Improvement Measure		582,000						582,000
Others : WCCTAC		87,000						87,000
Others : TVTC	25,000	25,000						50,000
TOTAL Revenues:	643,800	1,024,000						1,667,800

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015**

I-680 SB HOV Lane								
Job Number: 372.0-6	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
PS&E / Design	3,226,700							3,226,700
Right of Way	20,000							20,000
Construction Support	4,768,100	4,827,000						9,595,100
Construction/CM - Others	11,261,900	6,706,000						17,967,900
Others	128,700	124,600						253,300
ACCMA Staff	292,200	12,200						304,400
TOTAL Expenditures:	19,697,600	11,669,800						31,367,400

Revenues								
ACTIA : Measure B3	14,400,100	5,712,700						20,112,800
Caltrans : STIP	97,500							97,500
Caltrans : Fed Others	100,000							100,000
Caltrans : Fed Demo-Ala	1,821,100							1,821,100
Caltrans : Fed Demo: SCL	1,040,800	457,000						1,497,800
CMA-TIP	614,700	29,200						643,900
Others : Local Others	1,623,400	5,470,900						7,094,300
TOTAL Revenues:	19,697,600	11,669,800						31,367,400

I-580 Soundwalls Design - San Leandro & Oakland								
Job Number: 374.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	1,863,600	100,000						1,963,600
Right of Way	88,800							88,800
Construction Support	896,000							896,000
Construction - ACCMA	4,804,000	2,170,300						6,974,300
ACCMA Staff	400,500	214,700						615,200
TOTAL Expenditures:	8,052,900	2,485,000						10,537,900

Revenues								
MTC : Local Others	82,900							82,900
Caltrans : STP	5,150,700	2,111,300						7,262,000
CMA-TIP	2,819,300	373,700						3,193,000
TOTAL Revenues:	8,052,900	2,485,000						10,537,900

Ardenwood Park & Ride Lot								
Job Number: 403.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Environmental	25,500							25,500
PS&E / Design	1,125,500							1,125,500
Right of Way	3,334,700							3,334,700
Construction Support	801,700							801,700
Construction - ACCMA	2,255,400							2,255,400
ACCMA Staff	194,800	10,100						204,900
TOTAL Expenditures:	7,737,600	10,100						7,747,700

Revenues								
MTC : RM2	6,207,700	10,100						6,217,800
Caltrans : PPM	29,900							29,900
AC Transit/ACTIA	1,500,000							1,500,000
TOTAL Revenues:	7,737,600	10,100						7,747,700

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015**

I-880 North Safety and Operational Improvements at 23rd/29th

Job Number: 410.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Environmental	3,558,300	1,612,900						5,171,200
PS&E / Design		2,800,000	2,124,100					4,924,100
Right of Way		300,000	4,900,000					5,200,000
Construction Support				3,826,000	2,850,000	2,724,000		9,400,000
Construction/CM - Others				25,000,000	30,000,000	15,600,000		70,600,000
Others	312,200	100,000	100,000	100,000	75,000	50,000		737,200
ACCMA Staff	452,500	100,000	100,000	100,000	75,000	50,000		877,500
TOTAL Expenditures:	4,323,000	4,912,900	7,224,100	29,026,000	33,000,000	18,424,000		96,910,000
Revenues								
MTC : RM2	4,100,000	4,110,000		140,000	1,176,000	474,000		10,000,000
Caltrans : STIP			2,000,000					2,000,000
Caltrans : SHOPP			4,400,000	3,826,000	1,774,000			10,000,000
Caltrans : Fed Others	100,000	802,900	824,100	60,000				1,787,000
CMA-TIP	123,000							123,000
I-Bond : TCIF				25,000,000	30,050,000	17,950,000		73,000,000
TOTAL Revenues:	4,323,000	4,912,900	7,224,100	29,026,000	33,000,000	18,424,000		96,910,000

Center-to-Center Phase I & II

Job Number: 415.0-1	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	146,400							146,400
PS&E / Design	87,300	168,800						256,100
Equipment Purchase	276,000							276,000
ACCMA Staff	85,300	36,200						121,500
TOTAL Expenditures:	595,000	205,000						800,000
Revenues								
MTC : CMAQ	595,000	205,000						800,000
TOTAL Revenues:	595,000	205,000						800,000

Implementation of Ramp Metering on I-580 WB

Job Number: 416.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	262,100	10,000						272,100
ACCMA Staff	75,400	102,500						177,900
TOTAL Expenditures:	337,500	112,500						450,000
Revenues								
MTC : CMAQ	337,500	112,500						450,000
TOTAL Revenues:	337,500	112,500						450,000

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015**

I-580 EB HOV Lane								
Job Number: 420.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	807,300							807,300
Environmental	4,516,700							4,516,700
PS&E / Design	7,298,000							7,298,000
Construction Support	600,000	209,900						809,900
Construction/CM - Others	67,902,100	23,601,500						91,503,600
ACCMA Staff	517,700	69,600						587,300
TOTAL Expenditures:	81,641,800	23,881,000						105,522,800

Revenues								
MTC : RM2	6,000,000							6,000,000
Caltrans : STIP	18,669,000							18,669,000
Caltrans : SHOPP	16,500,000	10,500,000						27,000,000
Caltrans : TCRP	25,000,000							25,000,000
SAFETEA Earmark	6,000,000							6,000,000
I-Bond : CMIA	9,472,800	13,381,000						22,853,800
TOTAL Revenues:	81,641,800	23,881,000						105,522,800

I-580 Traffic Management Plan								
Job Number: 420.1	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	871,200							871,200
PS&E / Design	1,624,500							1,624,500
Construction Support	1,647,300							1,647,300
Construction - ACCMA	4,963,200	90,000						5,053,200
ACCMA Staff	313,700							313,700
TOTAL Expenditures:	9,419,900	90,000						9,509,900

Revenues								
MTC : RM2	9,410,000	90,000						9,500,000
Caltrans : PPM	9,900							9,900
TOTAL Revenues:	9,419,900	90,000						9,509,900

I-580 Corridor Environmental Mitigation								
Job Number: 420.3	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Environmental	38,700							38,700
PS&E / Design	52,600	20,500						73,100
Construction - ACCMA	130,900	1,596,800	306,800					2,034,500
ACCMA Staff	80,200	48,700	24,800					153,700
TOTAL Expenditures:	302,400	1,666,000	331,600					2,300,000

Revenues								
MTC : RM2	302,400	1,666,000	331,600					2,300,000
TOTAL Revenues:	302,400	1,666,000	331,600					2,300,000

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015**

I-580 EB HOT Lane Project								
Job Number: 420.4	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	899,800							899,800
PS&E / Design	903,800	972,900						1,876,700
Construction - ACCMA			3,957,300	3,957,300				7,914,600
O&M					1,200,000			1,200,000
System Integrator	170,000	4,130,000	2,000,000					6,300,000
ACCMA Staff	280,000	173,900	150,000	150,000	55,000			808,900
TOTAL Expenditures:	2,253,600	5,276,800	6,107,300	4,107,300	1,255,000			19,000,000

Revenues								
MTC : RM2	1,416,300	1,043,700	3,000,000	2,840,000	500,000			8,800,000
Caltrans : ARRA	208,400	3,000,000	2,269,300	1,267,300	755,000			7,500,000
Others : TVTC	628,900	1,233,100	838,000					2,700,000
TOTAL Revenues:	2,253,600	5,276,800	6,107,300	4,107,300	1,255,000			19,000,000

I-580 EB AUX Lane Project								
Job Number: 420.5	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	200,000							200,000
PS&E / Design	1,010,300	589,700						1,600,000
Right of Way		500,000						500,000
Construction Support			1,267,500	1,267,500				2,535,000
Construction/CM - Others			11,245,000	11,245,000				22,490,000
ACCMA Staff		93,500	81,500	50,000				225,000
TOTAL Expenditures:	1,210,300	1,183,200	12,594,000	12,562,500				27,550,000

Revenues								
MTC : RM2	1,210,300	789,700						2,000,000
Others : TVTC		300,000						300,000
SAFETEA Earmark		93,500	81,500	50,000				225,000
I-Bond : CMIA			12,512,500	12,512,500				25,025,000
TOTAL Revenues:	1,210,300	1,183,200	12,594,000	12,562,500				27,550,000

I-580 Corridor ROW Preservation								
Job Number: 423.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Environmental	326,600							326,600
PS&E / Design	1,649,400	100,000	101,700					1,851,100
Right of Way		4,250,000	19,900,000	18,800,000	75,000,000			117,950,000
ACCMA Staff	431,800	140,500						572,300
TOTAL Expenditures:	2,407,800	4,490,500	20,001,700	18,800,000	75,000,000			120,700,000

Revenues								
MTC : RM1			16,000,000					16,000,000
AB 1171		1,250,000		18,800,000	75,000,000			95,050,000
ACTIA : Measure B1	453,800	1,500,000	3,000,000					4,953,800
Caltrans : TCRP	1,954,000	1,740,500	1,001,700					4,696,200
TOTAL Revenues:	2,407,800	4,490,500	20,001,700	18,800,000	75,000,000			120,700,000

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015**

I-580 WB HOV Lane								
Job Number: 424.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Environmental	3,417,300							3,417,300
PS&E / Design	8,156,600	1,489,900						9,646,500
Right of Way		2,830,000						2,830,000
Construction Support			3,800,000	7,600,000	3,727,800			15,127,800
Construction/CM - Others			26,900,000	53,800,000	26,815,500			107,515,500
ACCMA Staff	293,200	176,400	40,000	60,000	29,300			598,900
TOTAL Expenditures:	11,867,100	4,496,300	30,740,000	61,460,000	30,572,600			139,136,000

I-580 WB HOT Lane Project								
Job Number: 424.1	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Revenues								
MTC : RM2	11,867,100	4,275,600	5,957,300					22,100,000
ACTIA : Measure B3			1,343,000	1,343,000				2,686,000
Caltrans : TCRP			9,600,000					9,600,000
Others : TVTC		100,000	900,000					1,000,000
Others : City of Livermore			900,000	900,000				1,800,000
Federal : IMD		120,700	40,000	60,000	29,300			250,000
I-Bond : CMIA			11,999,700	59,157,000	30,543,300			101,700,000
TOTAL Revenues:	11,867,100	4,496,300	30,740,000	61,460,000	30,572,600			139,136,000

I-580 WB HOT Lane Project								
Job Number: 424.1	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	295,000	110,000						405,000
Environmental		656,000	250,000					906,000
ACCMA Staff	73,200	65,800	50,000					189,000
TOTAL Expenditures:	368,200	831,800	300,000					1,500,000

I-580 WB HOT Lane Project								
Job Number: 424.1	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Revenues								
Others : TVTC	368,200	131,800						500,000
SAFETEA Earmark		700,000	300,000					1,000,000
TOTAL Revenues:	368,200	831,800	300,000					1,500,000

I-880 SB HOV Lane Extension Hegenberger to Marina								
Job Number: 430.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Environmental	4,533,800							4,533,800
PS&E / Design	4,057,500	2,268,800						6,326,200
Right of Way		750,000	1,150,000					1,900,000
Construction Support			2,850,000	7,750,000				10,600,000
Construction/CM - Others			30,000,000	53,700,000				83,700,000
Others	677,300	200,000						877,300
ACCMA Staff	411,800	190,900	65,000					667,700
TOTAL Expenditures:	9,680,400	3,409,600	34,065,000	61,450,000				108,605,000

I-880 SB HOV Lane Extension Hegenberger to Marina								
Job Number: 430.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Revenues								
Caltrans : CMAQ	6,781,000	801,000						7,582,000
Caltrans : STP		198,000						198,000
CMA-TIP	2,899,400	2,410,600	1,215,000					6,525,000
I-Bond : CMIA			32,850,000	61,450,000				94,300,000
TOTAL Revenues:	9,680,400	3,409,600	34,065,000	61,450,000				108,605,000

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015**

Webster Street SMART Corridor

Job Number: 440.0-2	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
PS&E / Design	221,300	71,400						292,700
Construction Support		110,000						110,000
Construction - ACCMA		1,072,900						1,072,900
ACCMA Staff	144,900	7,500						152,400
TOTAL Expenditures:	366,200	1,261,800						1,628,000
Revenues								
MTC : CMAQ		278,000						278,000
Caltrans : Fed Others	2,500	337,500						340,000
TFCA (40%)	95,300	4,700						100,000
Others : TFCA (40%)	268,400	551,600						820,000
Others : Local Others		90,000						90,000
TOTAL Revenues:	366,200	1,261,800						1,628,000

I-680 / I-880 Cross Connector - PSR

Job Number: 470.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	495,300	300,000	81,900					877,300
ACCMA Staff	40,800	15,000	5,000					60,800
TOTAL Expenditures:	536,100	315,000	86,900					938,100
Revenues								
ACTIA : Measure B1	536,100	315,000	86,900					938,100
TOTAL Revenues:	536,100	315,000	86,900					938,100

San Pablo Avenue TSP/Transit Improvement Project

Job Number: 478.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Scoping / Project Dev	13,200	122,000						135,200
ACCMA Staff	39,300							39,300
TOTAL Expenditures:	52,500	122,000						174,500
Revenues								
TFCA (40%)	52,500	122,000						174,500
TOTAL Revenues:	52,500	122,000						174,500

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015**

I-80 Integrated Corridor Mobility

Job Number: 491.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Environmental	4,497,000							4,497,000
PS&E / Design	4,982,200	1,007,700	426,200					6,416,100
Construction Support		1,921,700	2,851,200	3,368,700	1,900,000			10,041,600
Construction - ACCMA		10,000,000	20,000,000	27,000,000	9,200,000			66,200,000
ACCMA Staff	1,091,900	328,300	348,800	331,300				2,100,300
TOTAL Expenditures:	10,571,100	13,257,700	23,626,200	30,700,000	11,100,000			89,255,000

Revenues								
ACTIA : Measure B3	1,249,900	50,100						1,300,000
Caltrans : CMAQ	2,723,000	200,000	200,000	120,000				3,243,000
Caltrans : STIP	906,200		47,800					954,000
Caltrans : PPM			100,000	100,000				200,000
CMA-TIP	580,000							580,000
BAAQMD : TFCA (60%)	1,155,000							1,155,000
Others : WCCTAC	47,000							47,000
Others : Measure J	3,426,000	800,000	650,000					4,876,000
I-Bond : TLSP	484,000	8,916,000	7,000,000	5,000,000				21,400,000
I-Bond : CMIA		3,291,600	15,628,400	25,480,000	11,100,000			55,500,000
TOTAL Revenues:	10,571,100	13,257,700	23,626,200	30,700,000	11,100,000			89,255,000

Marina Blvd / I-880 PSR

Job Number: 650.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Environmental	139,500	300,000						439,500
PS&E / Design		350,000						350,000
Construction - ACCMA			2,220,000	1,750,500				3,970,500
Construction/CM - Others			100,000	100,000				200,000
ACCMA Staff	18,000	22,000						40,000
TOTAL Expenditures:	157,500	672,000	2,320,000	1,850,500				5,000,000

Revenues								
SL Marina Fund : Local Others	157,500	672,000	2,320,000	1,850,500				5,000,000
TOTAL Revenues:	157,500	672,000	2,320,000	1,850,500				5,000,000

Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING: FY 2010/2011 - FY 2014-2015

Total Capital, Planning and Programming Expenditures - Detail by Phase								
	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Scoping / Project Dev	8,129,400	1,342,000	874,200					10,345,600
Environmental	21,053,400	2,568,900	250,000					23,872,300
PS&E / Design	36,545,600	9,839,700	2,652,000					49,037,400
Right of Way	3,443,500	8,630,000	25,950,000	18,800,000	75,000,000			131,823,500
Construction Support	9,314,100	7,539,700	10,768,700	23,812,200	8,477,800	2,724,000		62,636,500
Construction - ACCMA	12,153,500	14,930,000	26,484,100	32,707,800	9,200,000			95,475,400
O&M	566,000	934,300			1,200,000			2,700,300
System Integrator	5,010,500	6,996,100	2,000,000					14,006,600
Equipment Purchase	276,000							276,000
Others	1,494,200	614,800	100,000	100,000	75,000	50,000		2,434,000
Planning Consultants	12,400	2,575,800	883,700	813,700	700,000			4,985,600
Operations Analysis	1,420,400	1,000,000	1,845,000					4,265,400
ACCMA Staff	7,301,000	3,476,100	2,034,700	1,238,600	680,300	50,000		14,780,700
Total ACCMA Expenditure:	106,720,000	60,447,500	73,842,400	77,472,300	95,333,100	2,824,000		416,639,300
Construction/CM - Others	79,164,000	30,307,500	68,245,000	143,845,000	56,815,500	15,600,000		393,977,000
Total Expenditure:	185,884,000	90,755,000	142,087,400	221,317,300	152,148,600	18,424,000		810,616,300

Total Capital, Planning and Programming Revenues - Detail by Source								
	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
MTC Planning Support		15,100						15,100
RM1			16,000,000					16,000,000
RM2	40,513,800	11,985,100	9,288,900	2,980,000	1,676,000	474,000		66,917,800
ACTIA / Measure B	24,466,200	9,160,000	6,127,900	1,358,000	15,000			41,127,200
AC Transit		330,000						330,000
AB 1171		1,250,000		18,800,000	75,000,000			95,050,000
ARRA	208,400	3,000,000	2,269,300	1,267,300	755,000			7,500,000
I-Bond : CMIA	9,472,800	16,672,600	72,990,600	158,599,500	41,643,300			299,378,800
CT/State Planning Grant		215,000	25,000					240,000
Earmark	6,000,000	793,500	381,500	50,000				7,225,000
Other Federal	4,187,700	2,371,100	1,871,600	120,000	29,300			8,579,800
SHOPP	16,500,000	10,500,000	4,400,000	3,826,000	1,774,000			37,000,000
STIP	23,928,600	5,593,000	3,343,700	1,100,000	1,000,000			34,965,300
STP/CMAQ	15,587,200	3,905,800	200,000	120,000				19,813,000
I-Bond : TCIF				25,000,000	30,050,000	17,950,000		73,000,000
TCRP	26,954,000	1,740,500	10,601,700					39,296,200
I-Bond : TLSP	484,000	8,916,000	7,000,000	5,000,000				21,400,000
VPPP Federal	1,659,100							1,659,100
TFCA	1,583,600	972,900	251,000	231,000	91,000			3,129,500
CMA-TIP	7,952,700	3,263,600	1,592,000	115,000	115,000			13,038,200
WCCTAC	47,000	395,900	81,100					524,000
Other Local	5,289,800	7,884,900	3,925,000	2,750,500				19,850,200
TVTC	1,022,100	1,789,900	1,738,000					4,550,000
Total Revenue:	185,856,900	90,755,000	142,087,400	221,317,300	152,148,600	18,424,000		810,589,200
Less Revenue to Others	-79,164,000	-30,307,500	-68,245,000	-143,845,000	-56,815,500	-15,600,000		-393,977,000
Total Grant Revenue:	106,692,900	60,447,500	73,842,400	77,472,300	95,333,100	2,824,000		416,612,200
CMA General Fund	27,100							27,100
Total ACCMA Revenue:	106,720,000	60,447,500	73,842,400	77,472,300	95,333,100	2,824,000		416,639,300

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING (CORE): FY 2010/2011 - FY 2014-2015**

MTC Partnership								
Job Number: 113.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
ACCMA Staff		80,600	64,000	64,000	64,000			272,600
TOTAL Expenditures:		80,600	64,000	64,000	64,000			272,600

Revenues								
MTC Planning Support		80,600	64,000	64,000	64,000			272,600
TOTAL Revenues:		80,600	64,000	64,000	64,000			272,600

MTC General Support								
Job Number: 200.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
ACCMA Staff		175,000						175,000
TOTAL Expenditures:		175,000						175,000

Revenues								
MTC Planning Support		175,000						175,000
TOTAL Revenues:		175,000						175,000

Congestion Management Program								
Job Number: 201.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
LOS Monitoring		35,000	100,000	5,000	100,000			240,000
CMP Update		4,000	55,000	10,000	55,000			124,000
Travel Model Support		30,000	20,000	20,000	20,000			90,000
Perf.Report / Mobility Monitor		15,000	10,000	10,000	10,000			45,000
Model Update		40,000	100,000		100,000			240,000
ACCMA Staff		344,100	180,000	180,000	180,000			884,100
TOTAL Expenditures:		468,100	465,000	225,000	465,000			1,623,100

Revenues								
CMA General Fund		223,400	228,000		196,000			647,400
MTC Planning Support		96,700	237,000	225,000	269,000			827,700
Caltrans : STIP		148,000						148,000
TOTAL Revenues:		468,100	465,000	225,000	465,000			1,623,100

Countywide Transportation Plan								
Job Number: 202.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Planning Consultants		300,000	470,000	19,900	19,900			809,800
ACCMA Staff		488,800	149,300	127,100	127,100			892,300
TOTAL Expenditures:		788,800	619,300	147,000	147,000			1,702,100

Revenues								
MTC Planning Support		788,800	619,300	147,000	147,000			1,702,100
TOTAL Revenues:		788,800	619,300	147,000	147,000			1,702,100

MTC Lifeline Transportation Program								
Job Number: 203.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
ACCMA Staff		11,000						11,000
TOTAL Expenditures:		11,000						11,000

Revenues								
MTC Planning Support		11,000						11,000
TOTAL Revenues:		11,000						11,000

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING (CORE): FY 2010/2011 - FY 2014-2015**

Transportation and Land Use Work Program

Job Number: 219.0-4	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Planning Consultants		410,000	25,000	25,000	25,000			485,000
ACCMA Staff		125,000	125,000	125,000	125,000			500,000
TOTAL Expenditures:		535,000	150,000	150,000	150,000			985,000
Revenues								
MTC Planning Support		160,000	150,000	150,000	150,000			610,000
ACTIA : Others		375,000						375,000
TOTAL Revenues:		535,000	150,000	150,000	150,000			985,000

Countywide Bicycle Plan Update

Job Number: 239.1	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
Planning Consultants	1,400							1,400
ACCMA Staff	53,000	38,000						91,000
TOTAL Expenditures:	54,400	38,000						92,400
Revenues								
MTC Planning Support	46,400	33,000						79,400
ACTIA : Measure B1	2,700	5,000						7,700
Caltrans : PPM	5,300							5,300
TOTAL Revenues:	54,400	38,000						92,400

MTC Funding & Programming - Planning

Job Number: 303.0	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Expenditures								
ACCMA Staff		190,000	195,000	195,000	195,000			775,000
TOTAL Expenditures:		190,000	195,000	195,000	195,000			775,000
Revenues								
MTC Planning Support		190,000	195,000	195,000	195,000			775,000
TOTAL Revenues:		190,000	195,000	195,000	195,000			775,000

**Alameda County Congestion Management Agency
CAPITAL, PLANNING AND PROGRAMMING (CORE): FY 2010/2011 - FY 2014-2015**

Total Core Functions Expenditures

	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
Planning Consultants	1,400	710,000	495,000	44,900	44,900			1,296,200
LOS Monitoring		35,000	100,000	5,000	100,000			240,000
CMP Update		4,000	55,000	10,000	55,000			124,000
Travel Model Support		30,000	20,000	20,000	20,000			90,000
Perf.Report / Mobility Monitor		15,000	10,000	10,000	10,000			45,000
Model Update		40,000	100,000		100,000			240,000
ACCMA Staff	53,000	1,452,500	713,300	691,100	691,100			3,601,000
Total ACCMA Expenditure:	54,400	2,286,500	1,493,300	781,000	1,021,000			5,636,200
Total Expenditure:	54,400	2,286,500	1,493,300	781,000	1,021,000			5,636,200

Total Core Functions Revenues - Detail by Source

	Prior Years	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Future Years	TOTAL
MTC Planning Support	46,400	1,535,100	1,265,300	781,000	825,000			4,452,800
ACTIA / Measure B	2,700	5,000						7,700
STIP	5,300	148,000						153,300
Other Local		375,000						375,000
Total Revenue:	54,400	2,063,100	1,265,300	781,000	825,000			4,988,800
CMA General Fund		223,400	228,000		196,000			647,400
Total ACCMA Revenue:	54,400	2,286,500	1,493,300	781,000	1,021,000			5,636,200

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Memorandum

DATE: October 21, 2010

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of a Comprehensive Benefits Program for Transition and Future Employees of the Alameda County Transportation Commission**

Recommendations:

It is recommended that the Commission approve a comprehensive benefit program for transition and new employees of the Alameda County Transportation Commission.

The proposed employee benefit program includes the following major components:

1. CalPERS retirement benefits
2. Health benefits for transition employees
3. Post-retirement health benefits
4. Accrual of vacation and sick leaves, paid holidays allowance, and other benefits

Approval of staff recommendations would allow for the following critical merger activities to occur:

- The initiation of a new contract with CalPERS to provide the Commission's employees with CalPERS retirement benefits. This contract execution process could take six to nine months to complete;
- The initiation of an actuarial analysis to be performed on the retirement benefit program;
- The provision of key budgeting information for the establishment of a unified budget for next fiscal year (FY 2011-12). This process has begun and is a critical component for the establishment of the new agency.
- The salary and benefit resolution to be brought back to the Commission for adoption in Spring of 2011, prior to the start of FY 2011-12.

Finance and Administration Committee Discussions:

The Finance and Administration Committee diligently and substantively reviewed and discussed this item earlier this month. The Committee ultimately endorsed the above Components (2), (3), and (4) of the proposed employee benefit program as recommended.

For the CalPERS retirement benefits, the Committee endorsed the Retirement Formula (2.5% at age 55) and the basis for Final Compensation. However, the Committee did not endorse the proposed Employer Paid Member Contribution (EPMC) of 1% (of 8%) by the employees, which is the current arrangement at ACTIA and ACCMA. The Committee suggested that employees should contribute at a higher level to reduce costs for the agency.

Upon further analysis, the aggregate cost savings for the agency resulting from the adoption of Components (2), (3), and (4) above would already be about \$154,000 annually, or about 4% of the total payroll. To further reduce costs for the agency, and as directed by the Committee, it is proposed that the employees would increase their EPMC contribution from 1% to 3%, which would result in the agency contributing 5% of the EPMC. If the Commission approves this specific proposal, the agency would realize a cost saving equivalent to about 6.2% of payroll, which is a significant amount.

Approval of this item would have a positive fiscal impact. In aggregate, for both ACTIA and ACCMA combined, the total savings resulted from implementing the recommended unified benefits program could be in the range of \$209,000 to \$227,000 annually (5.7% to 6.2% of payroll). The actual savings would be dependent on the actuarial studies to be conducted should the Commission chooses to approve the staff recommendations.

Summary:

Currently both ACCMA and ACTIA provide retirement benefits to their employees under the California Public Employees Retirement System (CalPERS). Both agencies also provide health benefits to their eligible employees and eligible retirees under the Public Employees' Medical and Health Care Act (PEMHCA). The proposed new unified benefit program is intended to provide continuity in benefits for those employees who transition to the new agency and reconcile any differences between the benefits provided by the predecessor agencies.

This proposal seeks to balance cost saving alternatives for the new Agency, flexibility in future programs and Agency contributions, fairness, and the need to provide benefits comparable to those provided to current employees in order to retain valued and valuable staff.

The Commission's approval of the proposed benefit program for the Alameda CTC would require the Commission to enter into a new contract with CalPERS to provide the Commission's employees with CalPERS retirement benefits. The Commission will also adopt PEMHCA to provide transitioned and future Commission employees with health benefits.

The main mechanism or system that we recommend that will allow for the unification of the retirement and health benefits of the two predecessor agencies is the application of a Cafeteria Plan for active employees and a Health Reimbursement Arrangement (HRA) for retirees. A Cafeteria Plan, which is currently used by ACTIA, provides an annually set contribution from the Agency for each employee, which the employee may use for basic health premiums, dental and vision premiums, as well as direct payments for medical treatments, prescribed drugs and other health programs. Under this system, active employees and retirees may be responsible for paying increases in costs of premiums if they exceed the amount contributed by the Agency, if the Commission elect not increase its contribution to the Cafeteria Plan (which is no different than the current system for ACTIA where the determination of the contribution to the Cafeteria Plan is made annually) and if the Commission does not increase the contribution to the HRA.

As laid out in this memorandum, the retirement and health benefits included in the proposed benefits program are established at levels similar to those that are currently enjoyed by the current ACCMA and ACTIA employees who will transition to the Alameda CTC. However, the proposed program will allow the Commission the flexibility to decrease its contribution to health and retirement benefits for future ACTC employees, as well as to increase it for all employees.

Discussion and Background:

Both ACCMA and ACTIA provide retirement benefits to their employees under the California Public Employees Retirement System (CalPERS). CalPERS administers a health benefits program under the Public Employees' Medical and Health Care Act (PEMHCA). Both agencies also provide health benefits to their eligible employees and eligible retirees under PEMHCA. To provide continuity in benefits for those employees who transition to the new agency, the Commission will become a new contracting agency under CalPERS and will provide its employees with CalPERS retirement benefits. The Commission will also enlist in PEMHCA to provide transitioned and future Commission employees with health benefits.

General Counsel for the Commission consulted with outside legal counsel at Hanson Bridgett LLP who analyzed both ACCMA's and ACTIA's current retirement and health benefit programs and provided legal advice with respect to the establishment of the Commission's new benefit program. Management Partners, Inc., also provided significant support in this process. As part of its evaluation, Hanson Bridgett prepared several memorandums describing both the current retirement and health benefit structures for both ACCMA and ACTIA (as well as the general rules that apply under PEMHCA), and also proposed that the Commission consider an alternative health benefit structure that incorporates a Cafeteria Plan for active employees and a health reimbursement arrangement for eligible retirees.

After evaluating the legal risks, potential cost savings, practical implications, employee needs and expectations and other relevant factors, it is recommended that the Commission adopt the retirement and health benefits structure as described below.

CalPERS Retirement Benefit Recommendations:

Retirement benefits are generally based on three primary factors: (1) Retirement benefit formula/factor, (2) years of credited service, and (3) final compensation.

- 1. Retirement Formula** -- It is recommended that the Commission retains the 2.5% at age 55 retirement formula. This formula is current used for both ACTIA and ACCMA employees. It is also recommended that the Commission consider the adoption of the 2% at age 55 formula for future employees, once the organization structure has been fully established and with a stabilized staffing plan. We suggest having CalPERS do an actuarial study, which is required, for both formulas.
- 2. Employer-Paid Member Contribution (EPMC)** -- Both predecessor agencies pay 7% of the employee's member contribution on behalf of employees, which is set by law at 8% for those employees with a 2.5% at age 55 formula, with employees paying 1% of the cost. It is recommended that the Commission approve EPMC amount 5%, which leaves 3% for the employees to pick up.

3. **Final Compensation** – Both predecessor agencies adopted the optional benefit that established an employee’s final compensation rate based on the employee’s 12 highest-paid consecutive months of employment instead of the default 36 highest-paid consecutive months, which may result in a lower retirement benefit. It is recommended that the Commission approve the default 36 highest-paid consecutive months as the basis for an employee’s final compensation rate. It is estimated that this action could save approximately 0.5% of total payroll.

Health Benefit Recommendations

It is recommended that the Commission approve a new health benefit structure consisting of the three components described below. Under this health benefit program, both employees who transition to the Commission and existing retirees will receive substantially equivalent health benefits to the benefits they currently receive.

1. **Cafeteria Plan for Active Employees under PEMHCA** -- Under the recommended structure, it is recommended that the Commission approve a cafeteria plan with a contribution of \$1,638 per month per employee, which includes a PEMHCA-required minimum contribution rate of \$105. This would provide the Commission maximum flexibility of controlling future costs and satisfying PEMHCA requirements of a minimum contribution.

Currently both ACCMA and ACTIA effectively pay for full family coverage up to the Kaiser North plan premium amount. ACTIA employees receive \$1,638 every month under a cafeteria plan and may use these dollars to pay for elected coverage that exceeds the Kaiser North premium amount— as well as premiums for other insurance and benefits. ACCMA pays the premium for Kaiser North Family. For 2010, the Kaiser North family plan premium amount is set at \$1,384.66. This amount will increase to \$1,479.37 in 2011.

The Commission can contract with transitioned employees to establish that the Commission will not reduce this contribution amount on their behalf in the future. To the extent permitted under the cafeteria plan and tax rules, this would leave open the possibility for the Commission to decrease this amount for future employees, as well as increase this amount for all employees. The Commission can establish future contribution rates on an annual basis.

If an employee's elected health coverage costs exceed the employer contribution amounts to the Cafeteria Plan either now or in the future, the employee will be required to pay for the additional amounts. As health care costs rise, if the Commission's contribution rates to the Cafeteria Plan do not increase at the same rate, employees will have to contribute a greater share of their own money toward the cost of their health coverage over time.

Example 1

For 2011, a Commission employee elects PERSCare and enrolls his/her entire family (a spouse plus three children). The 2011 rate for this coverage is \$2,324.27. The Commission will pay \$105 per month directly to CalPERS for this coverage. The employee will additionally receive a \$1,533 per month employer contribution to the Cafeteria Plan that the employee can allocate toward his/her remaining PERSCare health coverage costs. This leaves a remaining monthly cost of \$686.27. The Commission will deduct this additional amount from the employee's paycheck on a pre-tax basis.

Example 2

For 2011, a Commission employee elects Kaiser and enrolls his/her entire family (a spouse plus three children). The 2011 rate for this coverage is \$1,479.37. The Commission will pay \$105 per month directly to CalPERS for this coverage. The employee will additionally receive a \$1,533 per month employer contribution to the cafeteria plan that the employee can allocate toward his remaining Kaiser health coverage costs. The total employer contribution of \$1,605 is greater than the cost of his coverage by \$158.63.

By design, the cafeteria plan can permit the employee to allocate the difference to additional benefits under the cafeteria plan, such as dental, vision, life insurance, long-term disabilities insurance, etc. This employee would have no out-of-pocket costs for his PEMHCA health care premiums.

- 2. Health Reimbursement Arrangement (HRA) for Retirees --** Both ACCMA and ACTIA currently pay different amounts for retiree health coverage depending on the employee's hire date with his or her respective agency. In order to have a uniform retirement health benefit program that provides continuity in retirement health benefits for transitioning employees and current retirees (1 from ACCMA and 3 from ACTIA; both these numbers will increase soon) and, at the same time, provides the Commission with flexibility to control costs in the future, it is recommended that the Commission adopt an entirely new structure that contains the Health Reimbursement Arrangement (HRA). Under the proposed structure, the Commission will only be required to pay \$105 per month to CalPERS under PEMHCA for every covered retiree, and use the HRA to reimburse retirees for all or some portion of the remaining costs of their elected health care coverage.

We recommend that the Commission establish a total monthly retiree health benefit at an amount that is substantially equal to the Kaiser North premium for two-party coverage. For 2010, this rate is set at \$1,065.12. This amount will increase to \$1,137.98 in 2011. This would equate to an approximate HRA contribution amount of \$1,100 per month on behalf of each eligible retiree. This amount, when added to the Commission's \$105 per month minimum contribution under PEMHCA, will cover a retiree's 2011 premium cost, up to the cost for Kaiser North two-party coverage.

The Commission can contract with transitioned employees and current retirees to establish that the Commission will not reduce this HRA benefit amount on their behalf in the future. In essence, these individuals would be "grandfathered" at this rate. This would leave open the possibility for the Commission to decrease this amount for future employees, as well as increase this amount for all employees/retirees.

Similar to active employees, if a retiree's elected health coverage costs exceed the Commission's contribution amounts either now or in the future, the retiree will be required to pay for the additional amounts from his or her own funds. As health care costs rise, if the Commission determines not to increase contributions at the same rate, retirees will generally have to contribute a greater share of their own money toward the cost of their health coverage over time.

- 3. Retirement Health Eligibility and Vesting** – It is further recommended the Commission approve a vesting schedule for benefit eligibility under the HRA as follows, which models the vesting schedule available under PEMHCA.

Years of CalPERS Service	Vested Percentage
<10	0%
10	50%
11	55%
12	60%
13	65%
14	70%
15	75%
16	80%
17	85%
18	90%
19	95%
20	100%

To be eligible for retiree health, at least 5 of these years of service must be for employment with the Commission or its predecessor agencies. We recommend that all employees who transition to the Commission have their years of service with their respective agency (ACCMA or ACTIA), as well as all years of service with the Commission, counted for purposes of eligibility and vesting.

- 4. Retiree Reimbursements** -- The HRA will be a premium reimbursement plan for retiree health care premiums. Therefore, although transitioned employees and current retirees will receive a benefit that is substantially the same as under their current benefit program, the HRA will work a bit differently than what current retirees are accustomed to seeing.

Currently, the agencies pay the entire retiree health benefit directly to CalPERS. By contrast, under the new program, the Commission will contribute only the required minimum contribution amount directly to CalPERS for retirees (i.e., \$105 per month). CalPERS requires that any remaining premium costs be deducted directly from the retiree's monthly retirement check under the CalPERS pension plan. Once CalPERS takes this deduction, the Commission's HRA will reimburse each retiree for the deduction, up to the annually determined amount (currently \$1,100) per month.

Example 1

For 2011, a Commission retiree elects PERSCare and enrolls himself and his spouse. He/She is 100% vested in retiree health benefits under the Commission's HRA (giving him/her a \$1,100 monthly HRA benefit). The 2011 rate for his/her elected PEMHCA health coverage is \$1,787.90. The Commission will pay \$105 per month directly to CalPERS for this coverage. CalPERS will deduct the remaining cost, or \$1,682.90, from the retiree's retirement check (\$1,787.90 minus the Commission's \$105 payment to CalPERS). The Commission will then reimburse the retiree \$1,100 from the HRA. The retiree has an out-of-pocket cost of \$582.90 per month.

Example 2

For 2011, a Commission retiree elects Kaiser and enrolls himself/herself and his/her spouse. The retiree is 100% vested in retiree health benefits under the Commission's HRA (giving the retiree a \$1,100 monthly HRA benefit). The 2011 rate for his/her elected PEMHCA health coverage is \$1,137.98. The Commission will pay \$105 per month directly to CalPERS for this coverage. CalPERS will deduct the remaining cost, or \$1,032.98, from the retiree's retirement check (\$1,137.98 minus the Commission's \$105 payment to CalPERS). The Commission will then reimburse the retiree \$1,032.98 from the HRA. This retiree would have no out-of-pocket costs for his PEMHCA health care premiums.

Example 3

Same facts as above, but the retiree is only 50% vested in retiree health benefits under the Commission's HRA (giving the retiree a \$550 monthly HRA benefit). The 2011 rate for his/her elected PEMHCA health coverage is \$1,137.98. The Commission will pay \$105 per month directly to CalPERS for this coverage. CalPERS will deduct the remaining cost, or \$1,032.98, from the retiree's retirement check (\$1,137.98 minus the Commission's \$105 payment to CalPERS). The Commission will then reimburse the retiree \$550 from the HRA. The retiree has an out-of-pocket cost of \$482.98 per month.

Accrual of vacation and sick leaves, and other leaves, and paid holidays allowance – See Attachment A

Fiscal Impacts:

Approval of this item would have a positive fiscal impact. In aggregate, for both ACTIA and ACCMA combined, the total savings resulted from implementing the recommended unified benefits program could be in the range of \$209,000 to \$227,000 annually (5.7% to 6.2% of payroll). The actual savings would be dependent on the actuarial studies to be conducted should the Commission chooses to approve the staff recommendations.

Attachments:

Attachment A – Recommendations for other benefits consolidation

Attachment B – Current ACCMA and ACTIA CalPERS Retirement Benefits

Attachment C – Current ACCMA and ACTIA PEMHCA Health Benefits

Attachment D – Other Agencies Employee Benefits Survey080910

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PROPOSED ALAMEDA CTC OTHER BENEFITS CONSOLIDATION

Benefit	ACOMA	ACTIA	Recommended for Alameda CTC
Vacation	<p>Year 1: 8 hours per month. After one year: Additional 8 hours per year for each year of service to a maximum annual accrual of five weeks or 200 hours. Part-time employees: Earn vacation on a pro-rated basis. Accrual limit: 400 hours</p> <p>Cash out option: 1/2 of annual accrual, but must have used 80 hours in prior 12 months. One time exception to cash out limit. Cash out not applicable toward compensation for retirement.</p>	<p>First 3 years: 10 days per year Accrual limit: 120 hours Years 4-10: 15 days per year Accrual limit: 240 hours 11+ years: 20 days per year Accrual limit: 320 hours</p> <p>Cash out option: 1-10 days annually if employee has taken at least five consecutive days of vacation in the prior 12 months. Cash out not applicable toward compensation for retirement.</p>	<p>First 3 years: 10 days per year. Accrual Limit 120 hours. Years 4-10: 15 days per year. Accrual limit: 240 hours. Years 11-15: 20 days per year. Accrual limit 320 hours. 16+ years: 25 days per year. Accrual limit: 400 hours.</p>
Sick Leave	<p>One day per month. Cap: None At retirement, may exchange 120 days for service credit.</p>	<p>One day per month. Cap: 480 hours. At retirement may cash out 25% and apply to service credit consistent with CalPERS policy.</p>	<p>One day per month. Cap: 480 hours. At retirement, may exchange 60 days for service credit.</p>
Holidays	<p>Eleven: New Year's Day, MLK Jr's Birthday, Presidents Day, Memorial Day, Independence Day, Labor Day, Veteran's Day (observed), Thanksgiving Day, the day after Thanksgiving, Christmas, Christmas</p>	<p>Thirteen: New Year's Day, MLK Jr's Birthday, Lincoln's Birthday, Presidents Day, Memorial Day, Independence Day, Labor Day, Admission Day, Columbus Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, Christmas Day</p>	<p>Eleven: New Year's Day, MLK Jr.'s Birthday, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day (observed), Thanksgiving Day, Day after Thanksgiving, Day before Christmas, Christmas</p>
Floating Holiday	<p>Two. No accrual.</p>	<p>One Personal Day. No roll over or accrual.</p>	<p>Two, no accrual</p>
Bereavement/Emergency Leave	<p>Three days for immediate family. One day for outside immediate family.</p>	<p>Up to 5 days charged to sick leave for qualified emergency leave (death, major medical event or serious illness of immediate family or personal catastrophe affecting the employee) . Vacation, comp time or personal day for non-family funerals.</p>	<p>Three days for immediate family. One day for outside immediate family.</p>
Management Leave	<p>FLSA Exempt Employees: 0- 4 years: 40 hours annually 5-8 years: 60 hours annually After 9 years: 80 hours annually Accrual limit: 80 hours; no carryover from year to year.</p>	<p>FLSA-Exempt Employees: Administrative Leave granted at the discretion of the Executive Director for hours in excess of 8 in a day or 40 in a week. Limited to scheduled late night meetings (2-3 weeks for certain employees).</p>	<p>FLSA Exempt Employees: Administrative Leave granted at the discretion of the Executive Director for hours in excess of 8 in a day or 40 in a week. Limited to scheduled late night meetings (40 to 80 hours for certain employees dependent on functions). No carryover from year to year.</p>
Deferred Compensation	<p>ICMA – voluntary. Only Executive Director receives contribution from employer.</p>	<p>CalPERS administered by State Street/ING - voluntary. Unused FSA funds are pooled and contributed to those employees who have 457 plans based on individual contributions. Only Executive Director receives contribution from employer.</p>	<p>Voluntary.</p>

PROPOSED ALAMEDA CTC OTHER BENEFITS CONSOLIDATION

Benefit	ACCMA	ACTIA	Recommended for Alameda CTC
Transit Subsidy	Commuter checks of \$188 per month. \$120 for commute and \$68 for BART parking. Elected to receive by employee.	Matches parking and commuter check amounts. Current: \$210/mo/ee	Commuter checks of \$188 per month. \$120 for commute and \$68 for BART parking. Elected to receive by employee.
Tuition Assistance	Following completion of probation, regular full time employees are eligible for 50% of tuition fee up to \$500 annually, subject to approval by Department Head.	90% of tuition fee with annual limit of \$5000.	Following completion of probation, regular full time employees are eligible for 90% of tuition fee up to \$500 annually, subject to approval by Executive Director
Health Insurance	Employer pays up to Kaiser North family premium amount. In-lieu: CMA pays amount equivalent to 50% of Kaiser North family premium	Paid from Flex Spending Account (Cafeteria Plan) Total \$1,638/month	Paid from Flex Spending Account (FSA) \$1,638 per month -- See Staff Report
Dental and Other Benefits -Dental Program -Vision Care -Life Insurance -Accidental Death and Dismemberment -Long Term Disability EAP	Dental, Vision, Basic Life, AD&D, and LTD. Fully paid by employer.	Paid from Flex Spending Account (FSA), capped through Annual Salary/Benefits Resolution. FY 2009/10: \$1638/ee/mo.	Paid from Flex Spending Account (FSA) \$1,638 per month -- See Staff Report
Long Term Care	Optional from PERS fully paid by employee.	Optional from FSA. Through PERS or other provider of employee's choice up to the FSA limit.	Optional from PERS fully paid by employee.
Medical Expenses, Non-reimbursable	\$982 max per year	Subject to FSA limits.	Eliminate. Cover through Pre-Tax savings account
Pre-Tax Savings Accounts	Medical, dependent care and parking	Payroll deductions maintained and program reimbursement administered by ACTIA for dependent care only.	Medical, dependent care and parking through cafeteria plan. Fully paid by employee.
Employee Retirement Contribution	Employer pays 7% of employee contribution; employee pays 1% of employee contribution.	Employer pays 7% of employee contribution; employee pays 1% of employee contribution.	Employer pays 7% of employee contribution; employee pays 1% of employee contribution.

PROPOSED ALAMEDA CTC OTHER BENEFITS CONSOLIDATION

Benefit	ACOMA	ACTIA	Recommended for Alameda CTC
Retiree Health	<p>Hired prior to 1/26/06: Vested upon hire with five years of PERS service. Currently covers 90% of Kaiser North employee plus full family. Increases 5% per year - 100% in 2013.</p> <p>Hired after 1/26/06: Vested after 10 years of public service (at least 5 with CMA). Pays 50% to 100% of weighted average based on years of PERS service. 100% reached after 20 years service. Employee plus family coverage. After 15 years vesting, can separate work for another agency and retain retiree health coverage. Public Service defined by Section 20069.</p>	<p>Hired before 10/04: Vested upon hire with 5 years PERS service. Employee receives 100% Kaiser north single (employee only). Must retire from ACTIA.</p> <p>Hired after 10/1/04: Vested after 5 years with ACTIA. Employee gets 50%-100% of weighted average - 100% reached after 15 years. Employee only (single) coverage). After 15 years vesting, employee can separate, work for another agency and retain retiree health coverage. Public Service defined by Section 20069.</p> <p>Premiums for spouse/family are not covered by ACTIA in either option.</p>	New Structure with HRA -- See Staff Report

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Memorandum

TO: Zack Wasserman

FROM: Anne C. Hydorn

CC: Marcus Wu, Tim Sullivan, Lynn Dantzker

DATE: July 27, 2010

RE: **Summary of CalPERS Retirement Benefits Provided by ACCMA and ACTIA**

CalPERS plans with less than 100 active members are mandated by law to be in a risk pool. Risk pools help reduce or eliminate large fluctuations in employer contribution rates caused by unexpected demographic events. This is accomplished by “pooling” the assets and liabilities across many employers of the same size to share those risks. CalPERS assigns plans to risk pools based on their service retirement formula.

Both ACCMA and ACTIA belong to the 2.5% at age 55 risk pool. The California Government Code (PERS statute) mandates that each plan belonging to a risk pool contain certain optional benefits. Optional benefits are additional retirement plan options that are available to contracting agencies, generally at an increased cost to the employer.

The retirement benefits for both ACCMA- and ACTIA-covered employees are the same based on the agencies’ PERS contracts and the statutorily mandated optional benefits. These retirement benefits are further described below.

Benefit	Government Code Section	Description
Service Retirement Formula		
2.5% @ 55 Formula (Full formula, i.e., not modified for coordination with Social Security)	§ 21354.4	Must be at least age 50 and have five years of CalPERS credited service to retire. Retirement allowance is determined by age at retirement, years of service credit, and final compensation. The basic benefit is 2.5% of final compensation for each year of credited service upon retirement at age 55. Benefit is reduced for retirement earlier than age 55.
Elected Optional Benefits¹		
1. One year final compensation	§ 20042	Period of determining the average monthly pay rate for purposes of retirement is based on the 12 highest paid consecutive months (instead of the 36 highest paid consecutive months).

¹ These are optional retirement benefits that both agencies have elected under their contract.

Benefit	Government Code Section	Description
2. Limit prior service	§ 20938	Prior service credit (service rendered to the agency prior to its contract date with CalPERS) is limited to individuals employed with the agency on the effective date of its CalPERS contract.
3. Fourth level of 1959 survivor benefits	§ 21574	Provides a higher level of 1959 survivor benefits to a member's survivors when the member dies prior to retirement. This benefit is paid in addition to other death benefits, except for the Special Death Benefit, which is a death benefit paid to survivors of safety members whose death is job related, or to survivors of non-safety members killed by another person while performing their official duties.
Mandated Optional Benefits²		
1. Credit for unused sick leave	§ 20965	Unused accumulated sick leave may be converted to additional service credit at retirement (.004 year of service credit for each day – 250 days of sick leave equals approximately one additional year of service credit).
2. Public service credit for periods of layoffs	§ 21022	Member may elect to purchase up to one year of public service credit for each period of layoff from employment on or after January 1, 1981, provided certain conditions are met.
3. Public service credit for Peace Corps or AmeriCorps: VISTA service	§ 21023.5	Member may elect to purchase up to three years of service credit for any volunteer service in the Peace Corps, AmeriCorps VISTA, or AmeriCorps.
4. Military service credit as public service	§ 21024	Member may elect to purchase up to four years of service credit for any active military or merchant marine service prior to employment.
5. Public service credit for service rendered to a nonprofit corporation	§ 21026	Member may purchase service rendered to a California nonprofit corporation serving fire fighters employed by state and local agencies as "public service credit."

² These are optional retirement benefits that are mandated for agencies that belong to a risk pool.

Benefit	Government Code Section	Description
6. Military service credit for retired person	§ 21027	Retired members may purchase up to four years of service credit for any active military or merchant marine service prior to employment. The member must have retired before the employer's contract included § 21024 above and immediately following service with the employer. Other conditions apply, as well.
7. Local system service credit included in basic death benefit	§ 21536	Local system service credit is used in the benefits computation under the basic death benefit for all local members who were members of a local retirement system at the time the local system was discontinued.
8. Pre-retirement option 2W death benefit	§ 21548	A surviving spouse or domestic partner may elect this pre-retirement death benefit in lieu of the basic death benefit. The benefit is a monthly allowance equal to the amount the member would have received if he or she had retired for service on the date of death and elected Option 2W, the highest monthly allowance a member can leave a spouse or domestic partner. The basic death benefit is a return of the member's contributions and interest, plus an amount equal to one month's average earnings for each year of credited service (up to six months).
Employer Contributions		
Employer contributions are actuarially determined.		
Member Contributions		
The employee contribution is set by statute at 8% for local miscellaneous members who have a 2.5% at age 55 formula. Both agencies pay 7% of the employees' member contributions on behalf of employees.		

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Memorandum

TO: Zack Wasserman

FROM: Anne C. Hydorn

CC: Marcus Wu, Tim Sullivan, Lynn Dantzker

DATE: July 27, 2010

RE: **Summary of PEMHCA Health Benefits Provided by ACCMA and ACTIA**

Both ACCMA and ACTIA provide health benefits for their eligible employees and retirees under the Public Employees Medical and Health Care Act (PEMHCA). Both agencies have a “two-tier” system for retiree health benefits. An employee’s first hire date with the agency determines what retiree health benefits the employee will be entitled to (i.e., which “tier” applies) when he or she retires.

PEMHCA benefits for active employees and retirees for each agency are further described below.

Actives/Retirees	ACCMA Employees Hired Before January 26, 2006 (Resolution 93-6)	ACTIA Employees Hired Before November 1, 2004 (By CalPERS Resolution)
A. Active Employees		
1. Employer contribution rate	100% premium cost for full family coverage (up to Kaiser North premium amount).	100% premium cost for individual coverage only (up to Kaiser North premium amount). ¹
B. Retirees		
1. Vesting schedule	Default rule: Eligible to retire with five years of CalPERS service credit for 100% contribution. This service can be with ACCMA or any other CalPERS-covered agency.	Default rule: Eligible to retire with five years of CalPERS service credit for 100% contribution. This service can be with ACTIA or any other CalPERS-covered agency.
2. Years of required service at agency for retiree health contribution	0 years (employee need only work one day at the agency).	0 years (employee need only work one day at the agency).

¹ An employee may elect greater health coverage and pay for the additional cost with cafeteria plan dollars that ACTIA contributes to ACTIA’s cafeteria plan on his or her behalf.

Actives/Retirees	ACCMA Employees Hired Before January 26, 2006 (Resolution 93-6)	ACTIA Employees Hired Before November 1, 2004 (By CalPERS Resolution)
3. Other requirements for retiree health contribution	Must retire from ACCMA within 120 days of termination and begin receiving a retirement allowance under CalPERS.	Must retire from ACTIA within 120 days of termination and begin receiving a retirement allowance under CalPERS.
4. Employer contribution rate	Agency adopted the "unequal contribution method." Retiree contribution amount currently only at 90% of active employee contribution, but will soon increase to 100%.	Agency adopted the "equal contribution method." Retiree contribution amount is equal to active employee contribution amount.
Actives/Retirees	ACCMA Employees Hired After January 25, 2006 (Resolution 06-02)²	ACTIA Employees Hired After October 31, 2004 (AB 468 Special Legislation)³
A. Active Employees		
1. Employer contribution rate	100% premium cost for full family coverage (up to Kaiser North premium amount).	100% premium cost for individual coverage only (up to Kaiser North premium amount). ⁴
B. Retirees		
1. Vesting schedule	<u>10/20 Vesting Schedule</u> Partial vesting beginning at 50% upon reaching 10 years of CalPERS credited service and increasing by 5% each year. 100% vesting at 20 years of CalPERS service credit.	<u>AB 468 Special Legislation</u> Modeled after 10/20 Vesting Schedule -- partial vesting beginning at 50% upon reaching five years of CalPERS credited service and increasing by 5% each year. 100% vesting at 15 years of CalPERS service credit.
2. Years of required service at agency for retiree health contribution	5 years	5 years

² Once per year, ACCMA, in its discretion, may hold an election to permit all employees hired before January 26, 2006, to elect to be subject to these provisions instead of those in effect prior to January 26, 2006.

³ We believe that AB 468, enacted at Government Code section 22898, will not apply to the new JPA, but we are still researching this issue.

⁴ See note n. 1.

<p>Actives/Retirees</p>	<p>ACCMA Employees Hired After January 25, 2006 (Resolution 06-02)</p>	<p>ACTIA Employees Hired After October 31, 2004 (AB 468 Special Legislation)</p>
<p>3. Other requirements for retiree health contribution</p>	<p>Must retire from ACCMA within 120 days of termination and begin receiving a retirement allowance under CalPERS.</p> <p><u>EXCEPTION:</u> Earn 20 years of CalPERS credited service entirely with ACCMA.</p>	<p>Must retire from ACTIA within 120 days of termination and begin receiving a retirement allowance under CalPERS.</p> <p><u>EXCEPTION:</u> Earn 15 years of CalPERS credited service entirely with ACTIA (or "its successor").</p>
<p>4. Employer contribution rate</p>	<p>It is based on the "100/90 Formula." The amount paid must be <u>at least</u>:</p> <p>1) 100% of the weighted average premium cost for individual coverage under the four health benefit plans that had the largest state enrollment during the previous benefit year</p> <p style="text-align: center;">-PLUS-</p> <p>2) 90% of the weighted average (as described above) of the additional premiums required for any enrolled family members.</p> <p>To the extent a retiree is only partially vested, the retiree is only entitled to his or her vested percentage of these amounts.</p>	<p>The employer contribution amounts for retirees are determined under the formula put forth under AB 468. The amount paid must be <u>at least</u>:</p> <p>1) 100% of the weighted average premium cost for individual coverage under the four health benefit plans that had the largest state enrollment during the previous benefit year.</p> <p>2) There is no contribution required for enrolled family members.</p> <p>To the extent a retiree is only partially vested, the retiree is only entitled to his or her vested percentage of this amount.</p>

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**Alameda County Transportation Commission
Benefits Comparison Summary
August 2010**

Agency	PERS				Retiree Health Benefits	Other
	ER Paid Member Contribution	EE Paid Member Contribution	Formula	Enhancements		
Alameda County Congestion Management Agency	7%	1%	2.5%@55	SHY	EE hired before 1/26/06: EE is eligible for retiree health benefits if he/she retires under PERS with at least 5 years of service and age 50 or older. CMA would increase its contribution to retiree health insurance premiums by 5% each year until the contribution reaches 100% when CMA is 20 years old. EE hired on or after 1/26/06: Agency paid retiree health is based on years of service starting with 5 years of service. Agency pays 25% and increasing 5% each year until 20 years of service. Agency pays 100% of premium; premium is full cost of his/her enrollment, including enrollment of family members, in health benefits plan or plans up to max contribution equal to lowest premium charged for health benefits through PERS or CMA. Current max = \$1,384.66 (Kaiser family premium).	None.
Alameda County Transportation Improvement Authority	7%	1%	2.5%@55	SHY	EE hired on or before 10/31/04: EE who retires from Authority is eligible to immediately receive contribution of portion of monthly premium for health coverage (up to Kaiser North Single rate) for rest of his/her life; amount Authority contributes will never exceed amount contributed on behalf of active EE. EE hired on or after 11/1/04: Eligibility for post-retirement health coverage will be determined by vesting schedule; EE must have at least 5 years of service with Authority & will vest 50% weighted average EE only health coverage after 5 years of state (PERS covered) service; EE will vest additional 5% for each year of service thereafter, up to 100% upon completion of 15 years of service; base amount of contribution is determined annually by CalPERS & base amount is adjusted by % EE has vested in benefit; after 5 years of service with ACTIA, additional service credits are allowed for qualifying state service. Cost of health benefit coverage for spouse, eligible children, or domestic partner & eligible children of domestic partner, shall be paid from retiree's retirement compensation.	Deferred Compensation: EE contribution only, unless money is left from EE's FSA, which is then distributed as a matching contribution for those EE who participate.
AC Transit	N/A	N/A	N/A	N/A	Retirees are able to maintain medical, dental, and vision benefits. Retirees are responsible for paying monthly medical and dental premiums. District and Union formed a Medical Trust to reimburse retirees for benefit premiums. Retirees under age 65 may reimburse up to \$685 per month and retirees over age 65 may reimburse up to \$335 per month.	Pension Fund: District contributes approximately \$1,400 - \$1,500 per employee per month (no EE contribution); amount of EE's pension is based upon years of service, age at retirement, and average salary calculated over the last 60 months of employment or 5 years of highest salary. <u>457</u> Deferred Compensation: AFSCME and Unrepresented only; District contributes \$54.17 per month.
BART	7%	0%	2%@55	None	BART offers retiree health through PERS. District implemented an "HMO Cap" in January 2010 where BART pays up to the higher of the two HMO's (Kaiser and Blue Shield) for each tier of coverage. Anything above this is the retiree's responsibility. For retirees under the cap, the retirees pay \$84.41 per month.	401(a) Plan: BART contributes 6.65% of salary, up to a maximum of \$1,868.65 per year. Deferred Compensation: Executive Management only: 1% City Contribution to 401a Plan. 2% EE contribution.
City of Alameda	0%	7%	2%@55	SHY	City contributes \$94.50 per month for retiree health. City contracted with PERS to provide medical insurance for eligible retired EE and eligible survivors of retired EE. Eligibility to participate shall be in accordance with regulations promulgated by PERS.	

**Alameda County Transportation Commission
Benefits Comparison Summary
August 2010**

Agency	PERS			Retiree Health Benefits	Other
	ER Paid Member Contribution	EE Paid Member Contribution	Formula		
City of Albany	8%	0%	2.5%@55	None City shall provide retiree medical insurance at minimum level set by PERS. City established a Longevity Pay Step that applies to EE who has been employed by City for 29 full years. Longevity step is equal to EE's current pay + 5% of current Fire Engineer's step 5 pay. City also established Post Employment Retiree Health Savings Plan (HSP) that consists of reimbursement accounts for EE who meet eligibility requirements for following 3 types of contributions: 1. City contributes amount equal to difference between Step 5 and Longevity Pay Step to HSP accounts for eligible EE; 2. EE contributes to HSP accounts as follows: upon first salary range increase after start of EE's 30th year, contribution of \$75 per pay period; 3. Upon separation of service or retirement, amount equal to value of 100% of EE's accrued vacation leave and administrative leave will be contributed to EE's HSP account. City pays approximately \$100 per month for premiums and retiree is responsible for rest of premium.	None
City of Berkeley	8%	0%	2.7%@55	SHY; EPMC City pays portion of medical insurance premiums of retiree & eligible spouse or domestic partner based upon years of service. City pays for premiums up to amount based on Kaiser premiums effective in 1988 with a maximum annual increase of 4.5% effective July 1 of each year. Requires at least 8 years of CalPERS service with City & reaching age 55. Percent contributed is as follows: 8 yrs = 30%, 9 yrs = 40%, 10 yrs = 50%, 11 yrs = 58%, 12 yrs = 66%, 13 yrs = 74%, 14 yrs = 82%, 15 yrs = 90%, 16 yrs = 92%, 17 yrs = 94%, 18 yrs = 96%, 19 yrs = 98%, 20 yrs = 100%. Unrepresented retiree (age 55-65) with 20+ years of service & Kaiser single rate = \$350.53. Unrepresented retiree (age 55-65) with 20+ years of service & Kaiser 2-party rate = \$620.34. All Other retirees (age 55-65) with 20+ years of service & Kaiser single rate = \$269.81. All Other retirees (age 55-65) with 20+ years of service & Kaiser 2-party rate = \$539.62.	Supplemental Retirement Income Plan: If hired on or before 7/22/88, City contributes \$153.90 per month (5.7% of first \$32,400 of annual earnings). If hired after 7/22/88, City contributes \$180.90 per month (6.7% of first \$32,400 of annual earnings).
City of Dublin	7%	1%	2.7%@55	SHY; EPMC City pays up to \$1,072.97 per month for retiree medical benefits for all EE hired before April 1, 2004. EE hired after April 1, 2004, are required to have at least 10 years minimum CalPERS service to retire. At least 5 years of service must be with City of Dublin and 5 years service credit can come from another CalPERS service. Vesting percentages for retiree medical pursuant to Government Code Section 22825.5 are as follows: 10 years = 50%; increasing 5% per year until 20+ years = 100%.	None.
City of Emeryville	7%	0%	2%@55	None SEIU: Retirees must have 11 or more years of service if hired after 1/1/84. Unrepresented: Retirees hired prior to 7/1/02 are eligible upon retirement from City; EE hired after 7/1/02 must have 11 or more years of service. Currently City pays: EE only = \$153 per month for medical, \$20 per month for Dental, and \$5 per month for Vision; EE+1 = \$286 per month for medical, \$35 per month for Dental, and \$8.68 per month for Vision; Family = \$363 per month for medical, \$46.06 per month for Dental, and \$8.68 per month for Vision.	None.
City of Fremont	0%	8%	2.5%@55	SHY Retiree Medical Premium Reimbursement. Management (FAME, UFO, & UME): retired on/after 7/1/99, City contributes per month: 0-9 yrs = \$200, 10-19 yrs = \$225, 20-29 yrs = \$250, 30+ yrs = \$275; retired on/after 7/1/01 w/20+ yrs service = Kaiser single prem rate on retirement date; retired on/after 7/1/01 w/25+ yrs service = Kaiser 2-party prem rate on retirement date; hired on/after 7/1/07, City contributes per month: 0-5 yrs = \$0, 6-9 yrs = \$200, 10-19 yrs = \$225, 20-24 yrs = Kaiser single prem rate on retirement date, 25+ yrs = Kaiser 2-party rate on retirement date. PETA: retired prior to 7/1/06, City contributes \$200/month; hired prior to 7/1/06 & retired on/after 7/1/07, City contributes \$300/month; hired on/after 7/1/06, City contributes per month: 0-5 yrs = \$0, 6-10 yrs = \$100, 11-19 yrs = \$200, 20+ yrs = \$300. FACE: retired prior to 6/30/07, City contributes \$170/month; hired prior to 7/1/07 & retired on/after 7/1/07, City contributes \$300/month; hired on/after 7/1/07, City contributes per month: 0-5 yrs = \$0, 6-10 yrs = \$170, 11-19 yrs = \$230, 20+ yrs = \$300.	Management only: City contributes 2% of salary to 401(a); City also contributes specific \$ amounts to deferred compensation plans for Department Heads.

**Alameda County Transportation Commission
Benefits Comparison Summary
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Agency	PERS			Retiree Health Benefits	Other	
	ER Paid Member Contribution	EE Paid Member Contribution	Formula			Enhancements
City of Hayward	7%	1%	2.5%@55	Retired EE are eligible for reimbursement of medical premiums, up to negotiated amounts if EE is member of City's bargaining unit that negotiated for this benefit & EE meets vesting requirements. EE must have attained age 50, be enrolled in medical plan offered by CalPERS, & must retire from City w/in 120 days of effective date of separation. <u>PTE</u> : If retired after 12/31/07, City pays PERS directly \$105/month & retirees are eligible for reimbursement of \$169.72/month; if retired on/before 12/30/07, City pays PERS directly \$105/month & retirees are eligible for reimbursement of \$121.01/month; as of 1/1/08, vesting is 10 yrs of service (except current members who had 5 yrs continuous service & regular employment with City, as of 7/1/08, will have met vesting requirement). <u>HAME</u> : City pays PERS directly \$105/month & retirees are eligible for reimbursement of \$169.72/month; vesting requirement is 10 yrs of City service effective 1/1/06. <u>Unrepresented</u> : City pays PERS directly \$105/month & retirees are eligible for reimbursement of \$132.31/month; no vesting requirements.	SHY; EPMC	City contributes 3.4% up to \$1,010 per year into Deferred Compensation 457 plan.
City of Livermore	<u>MEAN</u> : 3% (effective 8/2/10; 2%). <u>Management</u> : 5%. <u>Executive</u> : 6%.	<u>MEAN</u> : 5% (effective 8/2/10; 3%). <u>Management</u> : 3%. <u>Executive</u> : 2%.	2.7%@55	<u>MEAN</u> : EE hired on/after 4/1/07 receive City contrib of 4% base salary into Retirement Health Savings Account (RHSA) & not eligible for Retiree Health Reimbursement (RHR). EE retiring on/after 1/1/06 & hired prior to 4/1/07 are eligible for RHR. Eligible EE who retire w/in 120 days of last employment w/City & has 5 yrs regular service w/City & total 10 yrs in CalPERS, % reimbursement will not exceed max City pays for medical (excluding dental) for active EE. At 10 yrs service, receive 70% reimbursement + 10% every 5 yrs to 100% at 25+ yrs. Max not to exceed Active Kaiser EE+1 prem (current prem = \$1,243.66/mo). <u>Mgmt</u> : EE hired on/after 2/1/06 receive City contrib of 4% base salary into RHSA. EE promoted into group on/after 2/1/06 may continue to receive benefit from former BU or receive 4% base salary contributed to RHSA. <u>Mgmt</u> : EE hired prior to 2/1/06 & <u>Exec</u> : RHR only. Eligible EE who retire w/in 120 days of last employment w/City & has 5 yrs regular service w/City & total of 10 yrs in CalPERS, % reimbursement based on Active Kaiser EE+1 prem. At 10 yrs service = 75% reimbursement, 15 yrs = 80%, 20 yrs = 90%, & 25+ yrs = 100%. Max not to exceed Active Kaiser EE+1 prem.	SHY; EPMC	None.
City of Newark	0%	8%	2.5%@55	City contributes \$105 per month. Newark Executive Management Team is required to participate in a Retirement Health Savings plan with an automatic deferral of \$100 to the plan.	Management, Supervisory, and Professional EE: City shall contribute 6% into a Deferred Compensation 401(a) plan; EE is required to contribute 6%.	
City of Oakland	0%	8%	2.7%@55	City pays \$105 per month per EE and EE are reimbursed up to \$425.42 per month (paid quarterly). EE must have 10 years of service in order to be eligible for reimbursement.	None.	
City of Piedmont	8%	0%	3%@60	The amount paid on behalf of the retirees and/or their eligible survivors shall increase annually at a rate of \$100 as required by PERS regulations until it reaches the amount paid for active EE and their dependents. Currently the City pays up to 65% for EE only, 53.27% for EE+1, and 46.75% for Family 46.75% based on Kaiser premiums.	None.	
City of Pleasanton	8%	0%	2.7%@55	<u>Management</u> : If hired prior to 1/1/09, City contributes 4% of monthly premium of lowest cost HMO plan EE+1 premium for each year of service OR in lieu of formula: 10 yrs = 75% and increase 5% for every 5 years up to 25 yrs = 100% (EE who work minimum of 5 years as a full-time manager with Pleasanton are eligible to count prior years of service completed with another PERS agency toward service requirements and EE hired before 1/1/09 who promote to management positions may count prior years of service completed with another PERS agency); if hired after 1/1/09, City contributes 4% of monthly lowest cost HMO single rate for each year of service (benefits stop at age 65) OR in lieu of formula: 10 yrs = 75% and increase 5% for every 5 years up to 25 yrs = 100% (EE hired after 1/1/09 and worked a minimum of 5 years are eligible for retiree medical insurance benefits for City of Pleasanton years of service only). <u>PCEA</u> : City contributes 4% of premium for EE+1 for each year of service.	SHY; EPMC	None.

**Alameda County Transportation Commission
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Agency	PERS			Retiree Health Benefits	Other
	ER Paid Member Contribution	EE Paid Member Contribution	Formula		
City of San Leandro	7%	0%	2%@55	Retiree must be enrolled in one of City's PERS medical plans immediately prior to retirement & enrolled until age 65; City contributes max of \$360/mo toward retiree's PERS medical premium rate if retiree < age 65; monthly premium, minus \$105 PERS ER min share, will be deducted from retiree's monthly PERS check & City then reimburses up to \$360 minus \$105 directly to retiree; if retiree reaches age 65, but dependent has not, dependent may continue to receive City medical coverage through PERS Health, with retiree paying entire current 2-party combined Medicare/basic premium, minus \$105 PERS ER min share City directly contributes; Dental: EE enrolled in City sponsored dental plan immediately prior to retirement may continue dental coverage until end of month in which retiree reaches age 65; City contributes max of \$70.87 towards monthly dental plan costs for each retired City EE who is currently member of City's dental plan or who was member of City's dental plan & retired on/after 1/1/87; any increase in dental plan costs shall be split = between City & retired EE; 2010 monthly maximums are: retiree+1 = \$84.11 & retiree+2 = \$111.97.	None.
City of Union City	4.5%	3.5%	2.5%@55	City pays Minimum Employer Contribution for agencies participating in Public Employees Medical and Hospital Care Act (PEMHCA). Currently cost = \$105 per month.	Dept Head and Mid-Mgmt: City contributes \$100 if EE participates into Deferred Compensation 401(a) plan.
County of Alameda	N/A	N/A	N/A	Health, dental, and vision coverage is available to all eligible retirees, their surviving spouses/beneficiaries, and/or former spouses who live within ACERA sponsored plan area and who are receiving ACERA retirement allowance. Presently ACERA provides retired member who has 10+ years of service and is enrolled in ACERA sponsored health plan Monthly Medical Allowance for payment of their health insurance premium. Amount of allowance is prorated according to member's years of ACERA service credit. Currently ACERA contributes following allowances: 10-14 years = \$261.08 per month; 15-19 years = \$319.62 per month; and 20+ years = \$522.16 per month. ACERA also pays for 100% dental and vision premiums. Currently ACERA pays \$37.07 per month for dental coverage and \$5.52 per month for vision coverage.	Alameda County Employees' Retirement Association: based on age at retirement, years of service at retirement, and final average salary; Tier 1 (entered on or before June 30, 1983) = Single Highest Year and Tier 2 = 36 months salary; ACMEA and Local 21 CEMU = 3% ER Paid Member Contribution and All Others = 0% ER Paid Member Contribution.

**Alameda County Transportation Commission
Benefits Comparison Summary
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	Health/Cafeteria	Dental	Vision	Life Insurance and AD&D	LTD	Opt-Out Option	Other
Alameda County Congestion Management Agency	EE working at least an average of 20 hrs per week shall be entitled to enroll in CMA's health insurance plan, provided through CalPERS. CMA shall pay an amount at least = to cost of Kaiser North health plan for EE + 2 or more dependents.	CMA shall provide each regular full-time EE (and part-time EE working 30+ hours) a dental program.	CMA shall provide each regular full-time EE (and part-time EE working 30+ hours) a vision program.	CMA shall provide each regular full-time EE (and part-time EE working 30+ hours or more) group life insurance. Coverage is equal to 2 times annual salary up to \$100,000.	CMA shall provide each regular full-time EE (and part-time EE working 30+ hours) LTD insurance.	EE who elect not to use CMA's health care benefit shall receive one-half of Kaiser North health plan premium for EE and two plus dependents in additional salary (taxed). All unused FSA funds are put into a pool that is used to offer EE matching contributions to their Deferred Compensation accounts, if they participate.	Excess Medical Expenses: CMA will reimburse regular full-time EE for non-reimbursed medical and dental expenses up to max of \$982 per year (regular part-time EE working 20+ hours can be reimbursed up to max of \$491 per year).
Alameda County Transportation Improvement Authority	The Authority provides Flexible Spending Account (FSA) into which Authority pays designated amount of funds. EE may choose coverage such as health, dental, vision, long-term disability, & group term life insurance (1 x annual salary up to \$50,000), and/or use \$ for reimbursement of expenses such as medical co-payments, dental expenses, orthodontic expenses, eye glasses, psychiatric counseling, or chiropractic expenses.	District offers 100% premium paid dental insurance for employees with eligible dependents. District currently pays: EE only = \$76.12 per month; EE+1 = \$154.26 per month; Family = \$267.99 per month.	District offers 100% premium paid vision insurance for employees with eligible dependents. District currently pays: EE only = \$11.45 per month; EE+1 = \$154.26 per month; Family = \$29.83 per month.	SEIU & Professional: BART offers coverage equal to 1 x annual salary. Non-Represented & Executive: BART offers coverage equal to 2 x annual salary. Current premium is equal to \$0.2050 per \$1,000 of coverage. BART offers optional coverage available up to 3 x annual salary with some levels subsidized as follows: EE = \$0.2525 & ER = \$0.2525 or EE = \$0.48 and ER = \$0.025.	District provides LTD insurance to AFSCME, IBEW, and Non-represented EE. LTD insurance provides a monthly benefit if you become disabled from a covered disability. If eligible, benefits are payable after the EE has been continuously disabled for 180 days, and continues while EE remains disabled until 65th birthday. District pays 0.24% of salary.	EE only = \$100 per month; EE+1 = \$200 per month; Family = \$300 per month. Employee Assistance Program: District pays \$8.00 per month per employee.	None.
AC Transit	District offers three plans: two HMO plans and one Indemnity plan. District pays 100% of the premiums for HMO plans. Currently District pays (for most expensive HMO plan): EE only = \$793.87 per month; EE+1 = \$1,645.57 per month; Family = \$2,085.47 per month. (For most popular HMO plan, District pays: EE only = \$1,779.05 per month; EE+1 = \$1,257.28 per month; Single = \$628.64 per month.	District offers 100% premium paid dental insurance for employees with eligible dependents. District currently pays: EE only = \$76.12 per month; EE+1 = \$154.26 per month; Family = \$267.99 per month.	District offers 100% premium paid vision insurance for employees with eligible dependents. District currently pays: EE only = \$11.45 per month; EE+1 = \$154.26 per month; Family = \$29.83 per month.	SEIU & Professional: BART offers coverage equal to 1 x annual salary. Non-Represented & Executive: BART offers coverage equal to 2 x annual salary. Current premium is equal to \$0.2050 per \$1,000 of coverage. BART offers optional coverage available up to 3 x annual salary with some levels subsidized as follows: EE = \$0.2525 & ER = \$0.2525 or EE = \$0.48 and ER = \$0.025.	District provides LTD insurance to AFSCME, IBEW, and Non-represented EE. LTD insurance provides a monthly benefit if you become disabled from a covered disability. If eligible, benefits are payable after the EE has been continuously disabled for 180 days, and continues while EE remains disabled until 65th birthday. District pays 0.24% of salary.	EE only = \$100 per month; EE+1 = \$200 per month; Family = \$300 per month. Employee Assistance Program: District pays \$8.00 per month per employee.	None.
BART	District implemented "HMO Cap" in January 2010 where BART pays up to higher of two HMO's (Kaiser and Blue Shield) for each tier of coverage. Anything above this is EE's responsibility. Currently BART pays up to the following amounts (Kaiser): EE only = \$532.56; EE+1 = \$1,065.12, and EE+2 or more = \$1,384.66.	BART provides benefits for EE and dependents and currently pays \$150.06 per month.	BART provides benefits for EE and dependents and currently pays \$15.70 per month.	SEIU & Professional: BART offers coverage equal to 1 x annual salary. Non-Represented & Executive: BART offers coverage equal to 2 x annual salary. Current premium is equal to \$0.2050 per \$1,000 of coverage. BART offers optional coverage available up to 3 x annual salary with some levels subsidized as follows: EE = \$0.2525 & ER = \$0.2525 or EE = \$0.48 and ER = \$0.025.	District provides LTD insurance to AFSCME, IBEW, and Non-represented EE. LTD insurance provides a monthly benefit if you become disabled from a covered disability. If eligible, benefits are payable after the EE has been continuously disabled for 180 days, and continues while EE remains disabled until 65th birthday. District pays 0.24% of salary.	EE only = \$100 per month; EE+1 = \$200 per month; Family = \$300 per month. Employee Assistance Program: District pays \$8.00 per month per employee.	Short-Term Disability: BART pays \$42 per employee. EAP: BART pays \$4.85 per month per employee.
of Alameda	ACEA: Flexible Benefit includes health (100% of PERS Kaiser Bay Area premium), dental, and life & AD&D (\$50,000); EE only = \$370.13; EE+1 = \$648.87 for PERS Choice & \$672.69 for Non-PERS Choice; EE+2 = \$1,157.61 for PERS Choice and \$1,524.79 for Non-PERS Choice. MCEA: Flexible Benefit includes health, dental, and life & AD&D (\$100,000); Plan A (EE hired on or before 1/2/07): EE only = \$1,018.56; EE+1 = \$1,427.66; EE+2 = \$1,427.66; EE+3 = \$1,427.66. Plan B (available to all EE): EE only = \$379.13 max; EE+1 = \$681.69 max; EE+2 = \$1,214.25 max; EE+3 = \$1,533.79 max. EM: Flexible Benefit includes health, dental, and life & AD&D (\$100,000); Plan A (EE hired before 11/14/06): EE only = \$1,018.56; EE+1 = \$1,374.04; EE+2 = \$1,374.04; EE+3 = \$1,374.04. Plan B (available to all EE): EE only = \$379.13; EE+1 = \$657.43; EE+2 = \$1,167.73; EE+3 = \$1,470.71.	BART provides benefits for EE and dependents and currently pays \$150.06 per month.	BART provides benefits for EE and dependents and currently pays \$15.70 per month.	SEIU & Professional: BART offers coverage equal to 1 x annual salary. Non-Represented & Executive: BART offers coverage equal to 2 x annual salary. Current premium is equal to \$0.2050 per \$1,000 of coverage. BART offers optional coverage available up to 3 x annual salary with some levels subsidized as follows: EE = \$0.2525 & ER = \$0.2525 or EE = \$0.48 and ER = \$0.025.	District provides LTD insurance to AFSCME, IBEW, and Non-represented EE. LTD insurance provides a monthly benefit if you become disabled from a covered disability. If eligible, benefits are payable after the EE has been continuously disabled for 180 days, and continues while EE remains disabled until 65th birthday. District pays 0.24% of salary.	ACEA: \$230 per month (in lieu of health). MCEA: Plan A = \$869.43 per month (in lieu of health); Plan B = \$230 per month. EM: Plan A = \$869.43 per month (in lieu of health); Plan B = \$230 per month (in lieu of health).	EAP: City paid \$3.15 per employee per month. Short-Term Disability: 1.1% of salary up to \$1,026.48 per year; EE paid (none for Executive Management).

**Alameda County Transportation Commission
Benefits Comparison Summary
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	Health/Cafeteria	Dental	Vision	Life Insurance and AD&D	LTD	Opt-Out Option	Other
City of Albany	Flexible Benefit Plan: Includes benefits allowance, premium conversion, health care reimbursement account, and dependent care reimbursement account; City contributes the following amounts per month toward each EE's Section 125 Plan benefits allowance: EE only = \$532.56, EE+1 = \$1,065.12, EE+2 or more = \$1,384.66. ER Contribution includes the PERS health contribution (covering the entire Kaiser HMO plan).	City contributes 100% of the dental insurance premium for the EE and his/her dependents. Maximum contribution is \$124 per month. City will also contribute up to \$7,176 for each fiscal year into a fund to provide reimbursement for EE's received costs for family orthodontia expenses over the dental payment limit of \$1,500. Eligible EE may be reimbursed up to \$500 per individual lifetime.	None.	<u>Management:</u> City provides coverage equal to 1 x annual salary, up to maximum of \$50,000 and currently pays up to \$16 per month for coverage. <u>Non-Management:</u> City provides coverage equal to \$25,000 life insurance and \$25,000 AD&D and pays up to \$6 per month.	<u>Management:</u> City provides a long-term disability plan that provides for 2/3 of the monthly salary, to a maximum of \$7,500 per month after a 90-day waiting period and currently pays 0.69% of salary. <u>Non-Management:</u> City provides a long-term disability plan that provides for 2/3 of the monthly salary, to a maximum of \$2,500 per month after a 90-day waiting period and currently pays 0.69% of salary.	<u>Management:</u> City will contribute the full EE only flexible benefits plan allowance (EE only = \$532.56) into the deferred compensation plan.	EAP: City pays \$7.15 per month per employee.
City of Berkeley	City contributes up to the fully family premium for Kaiser HMO plan. EE pays additional premium costs if they choose one of the Health Net Plans. Currently City pays up to \$1,248.82 per month.	City contributes up to the family coverage for the Delta Dental Plan. Currently City pays up to \$152.64 or \$134.92 per month, depending on bargaining unit.	None.	City provides employees with \$25,000 or \$50,000 life insurance and AD&D policy, depending on bargaining unit. Currently City pays \$0.187 per \$1,000 of coverage.	City provides long-term disability insurance that provides partial income replacement in the event of disability. Benefit is paid at 60% of salary. City currently pays \$0.380 per \$1,000.	EE who have medical coverage under another plan may choose to waive City-provided medical coverage & receive monthly stipend equal to Kaiser HMO single-rate (currently \$469.48 per month). EE who have dental coverage under another plan may choose to waive City-provided dental coverage & receive monthly stipend equal to single-party rate (currently \$134.92 per month).	EAP: City pays \$5.35 per month per employee. <u>YMCA Membership:</u> City subsidizes the services for EE by paying 75% of the membership fee (current membership fee is \$62 per month).
City of Dublin	City pays up to an amount based on the Kaiser family rate (annual increases to Kaiser family rate is shared equally between EE and City). City currently pays up to \$1,153 per month.	City pays benefits for employee plus dependents. Currently the City pays per month: EE only = \$52.02, EE+1 = \$99.41, and EE + Family = \$164.46.	None.	City provides a \$50,000 term life insurance policy. City pays \$12.50 per month.	City pays the premium for coverage up to \$12,500 of monthly earnings. Coverage includes 60% of the first \$7,500 of pre-disability earnings; there is a 60-day waiting period. City pays \$0.899 per \$100 of payroll.	None.	<u>Short-term Disability:</u> Optional benefit; EE paid; coverage includes 60% of the first \$3,333 of pre-disability earnings; there is a 7-day waiting period. <u>EAP:</u> Included in Life & LTD premiums.

**Alameda County Transportation Commission
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	Health/Cafeteria	Dental	Vision	Life Insurance and AD&D	LTD	Opt-Out Option	Other
City of Emeryville	<p>City-paid medical premium cap changes annually based on the following formula: premium + up to 80% of the annual increase in the CalPERS Kaiser rates. Currently City pays up to: EE only = \$468.09 per month, EE+1 = \$963.15 per month, Family = \$1,217.20 per month.</p>	<p>City shall purchase dental insurance coverage for EE and eligible dependents. City's contribution towards the purchase of insurance shall not exceed the following amounts per employee per month, nor shall the contribution towards the purchase of insurance exceed 100% of the appropriate premium for the dental plan which such eligible employee is enrolled. Currently City pays (Delta Dental PPO, most expensive plan): EE only = \$55.95 per month, EE+1 = \$88.34 per month, Family = \$129.98 per month.</p>	<p>City provides vision care for EE and eligible dependents. City currently pays \$20.87 per month.</p>	<p><u>SEIU</u>: City provides group term life insurance equal to EE's annual salary up to \$50,000. <u>Unrepresented</u>: City provides group term life insurance equal to EE's annual salary up to \$175,000. City pays \$0.12 per \$1,000 of coverage (life) and \$0.030 per \$1,000 of coverage (AD&D).</p>	<p>Benefit provides 60% of monthly pay, up to \$10,000, less other income. City pays \$0.41 per \$100 of monthly salary.</p>	<p>City pays ½ of the 2-party medical cap monthly. Currently \$468.08 paid as salary or contributed into a deferred compensation plan.</p>	<p>EAP: City pays \$3.66 per month per employee.</p>
City of Fremont	<p>Health Benefit Allowance: Includes medical, dental, and vision premiums. <u>Management</u>: City contributes \$1,518.30 per month. <u>PETA</u>: City contributes \$1,489 per month. <u>FACE</u>: City contributes \$1,383.59 per month.</p>			<p><u>Management</u>: City provides \$100,000 coverage + \$1,500 dependent coverage and pays \$8.40 + \$0.53 per month. <u>PETA</u> and <u>FACE</u>: City provides \$50,000 coverage + \$1,500 dependent coverage and pays \$4.20 + \$0.53 per month.</p>	<p>City provides EE reimbursement of \$0.520 per \$100 of salary up to \$15,500 maximum monthly salary insured.</p>	<p><u>Management</u>: EE hired before 1/1/08 who waive medical and dental coverage will be eligible to receive a maximum of \$780 per month in taxable compensation in-lieu of purchasing medical benefits: EE hired after 1/1/08 who waive medical and dental coverage will be eligible to receive \$580 per month in taxable compensation in-lieu of purchasing medical benefits. <u>FACE</u>: EE who waive medical insurance shall be eligible to receive taxable cash in the amount of \$580 per month. <u>PETA</u>: <u>None</u>.</p>	<p>EAP: City pays \$4.86 per month per employee.</p>
City of Hayward	<p><u>HAME</u> and <u>Unrepresented</u>: City pays the monthly contribution based on actual plan selection up to the 2nd highest Plan (Blue Shield Bay Area). Currently the City pays \$1,501.06 per month. <u>PTE</u>: City pays the monthly contribution up to Kaiser HMO. Currently the City pays: EE only = \$671.03 per month; EE+2 = \$1,134.35 per month, Family = \$1,384.66 per month.</p>	<p>City pays up to \$136.57 per month (Delta Dental Plan; most expensive plan).</p>	<p>City pays up to \$22.56 per month.</p>	<p><u>PTE</u>: City provides \$50,000 coverage and pays \$9.00 per month. <u>HAME</u> and <u>Unrepresented</u>: City provides 1 x annual salary and pays \$0.18 per \$1,000 of coverage.</p>	<p><u>HAME</u> and <u>Unrepresented</u>: City provides 66 2/3 of salary and pays 0.684% of monthly salary. <u>PTE</u>: City provides 60% of salary and the EE pays 0.395% of monthly salary.</p>	<p>City provides the following allowance: EE only = \$150 per month, EE+1 = \$270 per month, and Family = \$350 per month.</p>	<p>EAP: City pays \$5.69 per month per employee for PTE and \$7.06 per month per employee for HAME and Unrepresented.</p>

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August 2010**

	Health/Cafeteria	Dental	Vision	Life Insurance and AD&D	LTD	Opt-Out Option	Other
City of Livermore	<p>MEAN: City contributes up to \$1,343 per month for choice of medical coverage and dental plan (increase in monthly contribution equal to increase in Health Net PPO not to exceed 1%). Management: City contributes \$1,496 per month for medical, dental, vision, and additional and supplemental life insurance; unused balance paid in cash. Each January the City shall increase monthly contribution equal to increase in Health Net PPO family rate not to exceed 1% of annual base salary for all Management group. Executive: City contributes \$1,839 per month for medical, dental, vision, and additional and supplemental life insurance; unused balance paid in cash.</p>		<p>MEAN: City offers 60% of base monthly earnings up to \$5,000 per month maximum with 180-day waiting period. City pays \$0.34 per \$100 of coverage. Management and Executive: City offers 60% of base monthly earnings up to \$6,000 per month maximum with 180-day waiting period. City pays \$0.34 per \$100 of coverage.</p>	<p>MEAN: City provides \$60,000 basic term life insurance and \$1,000 dependent coverage. City pays \$11.66 per month. Management: City provides \$100,000 basic term life insurance and \$1,000 dependent coverage. City pays \$19.26 per month. Executive: City provides \$175,000 basic term life insurance and \$1,000 dependent coverage. City pays \$33.51 per month.</p>	<p>MEAN: If hired before 4/1/06, EE receives 80% of following amounts: EE only = \$637 per month, EE+1 = \$954 per month, Family = \$1,017 per month; if hired on or after 4/1/06, EE receives 50% of following amounts: EE only = \$348 per month, EE+1 = \$595 per month, Family = \$768 per month. Management: City provides \$1,496 per month. Executive: City provides \$1,839 per month.</p>	<p>EAP: City pays \$2.40 per employee per month. Long-Term Care Insurance: Executive only. City pays for insurance that provides long-term care facility and 100% Home Care to \$3,000 per month with 90-day elimination period for duration of 6 years.</p>	
City of Newark	<p>City contributes \$105 per month. This monthly amount shall be the City's contribution for the participating EE under the PERS Health Benefit Program. EE pays for all other premium costs. City agrees to maintain the City of Newark Total Compensation and Flexible Benefits Plan unless prohibited by the Internal Revenue Code. Flexible Benefit Plan allows EE to voluntarily reduce salary in an amount equal to the actual premiums for the PERS Health Plan, dental insurance plan, and/or vision insurance plan as a before-tax conversion of salary. EE salaries posted online are considered "total compensation" because EE pays for all benefit premiums, except for \$105 per month and life insurance premiums (City-paid).</p>	<p>City provides \$20,000 coverage and pays \$5.68 per month.</p>	<p>Benefit is 66 2/3 salary up to \$7,500 maximum after 60-day waiting period. EE pays 0.93% of salary.</p>	<p>City pays \$105 per month.</p>	<p>Management, Supervisory, and Professional EE are eligible for allowance of up to \$100 per month towards cost of health care premiums, long-term disability premiums, short-term disability premiums, or reimbursement for medical, dental, vision, and prescription expenses.</p>		
City of Oakland	<p>City currently participates in CalPERS Health Benefit Services, which provides EE & eligible dependents choice of several medical plans. City will pay full monthly premium cost for certain designated plans. Currently City pays (for PERS Care PPO/Indemnity; most expensive plan): EE only = \$868.17 per month; EE+1 = \$1,736.34 per month; Family = \$2,257.24 per month.</p>	<p>City offers two dental plans for EE (DeltaCare HMO and Delta Dental PPO). City pays a flat rate of \$28.94 for DeltaCare HMO. City pays claims plus 10.8% administrative fees of claims for Delta Dental PPO.</p>	<p>City offers vision coverage for EE through YSP. City pays claims plus \$1.40 per person.</p>	<p>City offers coverage equal to annual salary rounded to the nearest \$1,000 and pays \$0.13 per \$1,000 of coverage.</p>	<p>City pays \$0.42 per \$100 of income up age 70 (Management, Local 21, IBEW, and Unrepresented only).</p>	<p>EE may receive \$160 per month in lieu or take the funds in a pre-tax contribution toward Dependent Care Assistance Plan or Medical Care Assistance Plan (flexible spending account programs).</p>	<p>Short-Term Disability: City pays \$0.28 per \$100 of income up to 25 weeks (Management, Local 21, IBEW, and Unrepresented only).</p>
City of Piedmont	<p>City pays up to the Kaiser rate and currently pays: EE only = \$532.56 per month, EE+1 = \$1,065.12 per month, Family = \$1,384.66 per month. City will pay the increased costs of the Kaiser health insurance premiums up to 12% per year; any increase in premium above 12% to a maximum of 18% will be borne equally between EE and City.</p>	<p>City pays 100% of the premium and currently pays: EE only = \$59.24 per month, EE+1 = \$112.81 per month, Family = \$183.28 per month.</p>	<p>City pays 100% of the premium and currently pays: EE only = \$15.57 per month, EE+1 = \$24.18 per month, and Family = \$38.36 per month.</p>	<p>City provides coverage equal to 2 x annual salary, rounded the nearest \$1,000 increment. City currently pays \$0.25 per \$1,000 of coverage for Life Insurance and \$0.04 per \$1,000 of coverage for AD&D.</p>	<p>City provides disability benefits equal to 60% of any EE's current gross salary following 60-day absence due to non-job related injury or illness. City currently pays \$0.455 per \$100 of monthly payroll.</p>	<p>None.</p>	<p>None.</p>

**Alameda County Transportation Commission
Benefits Comparison Summary
August 2010**

	Health/Cafeteria	Dental	Vision	Life Insurance and AD&D	LTD	Opt-Out Option	Other
City of Pleasanton	<p>City will contribute a monthly amount for each EE no greater than lowest cost HMO family rate offered. City will pay for any increase in the medical plan premiums up to a maximum of 15% of the lowest cost HMO family rate; any increase above 15% will be deducted from the EE's paycheck on a pre-tax basis. City currently pays \$1,427.77 per month.</p> <p>City maintains a "core flex" benefit plan. Core consists of PERS medical plans and dental plan. Under CalPERS rules, City will contribute "employer minimum share" per employee per month towards health plan (2010 = \$105 per month). City will also contribute following monthly amounts, including PERS "employer minimum share contribution, towards election of medical and dental benefits in the plan, or actual premiums, whichever is less: dental (City paid): EE only = \$51.23 per month, EE+1 = \$98.81 per month, Family = \$155.37 per month; medical (City paid): PERS Care Bay Area; most expensive plan): EE only = \$569.01 per month, EE+1 = \$1,138.02 per month; Family = \$1,451.42 per month.</p>	<p>City pays employee plus family and currently pays \$138.30 per month.</p>	<p>City currently pays: EE only = \$9.64 per month, EE+1 = \$13.14 per month, Family = \$21.99 per month.</p>	<p><u>Management:</u> City provides coverage equal to 2 x annual salary up to \$100,000. <u>PCEA:</u> City provides coverage equal to \$35,000. Premium equal to \$0.129 per \$1,000 of coverage.</p>	<p><u>Management:</u> EE Paid benefit: 60% of monthly salary up to maximum of \$10,000 per month; premium equal to \$0.34 per \$100 of salary. <u>PCEA:</u> City provides 67% of monthly salary to maximum of \$2,250 per month; eligibility after 60-day waiting period; City pays \$0.34 per \$100 salary.</p>	<p>None.</p>	<p><u>EAP:</u> City pays \$4.90 per month per employee. <u>Short-Term Disability:</u> Management only; EE Paid benefit: maximum benefit of \$2,500 per week after 14-day waiting period; premium is \$0.06 per \$100 salary.</p>
City of San Leandro		<p>EE Paid Benefit.</p>		<p><u>Management:</u> City provides \$50,000 life and \$50,000 AD&D coverage and pays \$12 per month. <u>Non-Management:</u> City provides \$20,000 life and \$20,000 AD&D and pays \$4.80 per month.</p>	<p>If EE disabled for more than the designated elimination period of 6 months, EE may receive 40% of salary as a benefit based on salary up to \$6,000 per month until EE is able to return to work. City pays \$0.16 per \$100 of salary.</p>	<p>EE receives \$200 per month when waiving medical and dental. EE receives \$150 per month when waiving medical only. EE receives \$50 per month when waiving dental only.</p>	<p><u>EAP:</u> City pays \$3.90 per month per employee.</p>
City of Union City	<p><u>Dept Head:</u> City contributes \$487.50 per month maximum for excess healthcare costs. <u>Mid-Mgmt:</u> City contributes \$737.50 per month maximum for excess healthcare costs. <u>Professionals:</u> City contributes maximum of \$1,246 per month for medical, dental, and vision insurances.</p>		<p><u>Dept Mgmt:</u> City contributes \$737.50 per month for medical.</p>	<p><u>Dept Heads and Mid-Mgmt:</u> City provides \$100,000 coverage and pays \$20 per month. <u>Professional:</u> City provides \$25,000 coverage and pays \$5 per month.</p>	<p>City provides 60 day elimination period; 60% of earnings up to maximum of \$7,000 per month. <u>Dept Head and Mid-Mgmt:</u> premium included in medical contribution. <u>Professional:</u> City pays \$12.50 per month (anything over \$12.50 per month is split between EE and City).</p>	<p>Professional only: City deposits money into ICMA account or bi-weekly cash payment of \$100 per month.</p>	<p><u>Short-Term Disability: Professional:</u> 52 weeks maximum with 7 day elimination period; 55% of earning to maximum of \$959 per week integrated with sick leave; City pays \$12.50 per month. <u>Dept Head and Mid-Mgmt:</u> 8 weeks maximum with 7 day elimination period; 55% of earning to max of \$959 per week integrated with sick leave; premium included in medical contribution. <u>EAP:</u> City pays \$3.48 per month per employee.</p>

**Alameda County Transportation Commission
Benefits Comparison Summary
August 2010**

	Health/Cafeteria	Dental	Vision	Life Insurance and AD&D	LTD	Opt-Out Option	Other
County of Alameda	<p>ACMEA: County pays 90% of total premium for HMO plans; County currently contributes for Anthem Blue Cross of CA HMO (most expensive plan): EE only = \$579.54, EE+1 = \$1,159.20, and Family = \$1,640.60. <u>IFPTE Local 21, Unit 77, Unit 16</u>: County contributes total premium of lowest cost HMO Plan offered in a Plan Year; County currently contributes for any plan: EE only = \$503.56, EE+1 = \$1,007.12, and Family = \$1,425.08. <u>IFPTE Local 21, CEMU</u>: County contributes total monthly premium of lowest cost HMO Plan offered a Plan Year; County will offer a comprehensive group Medical Plan for either HMO or PPO/Indemnity Medical Plan for EE and spouses/domestic partners and dependents; County currently contributes for any plan: EE only = \$503.56, EE+1 = \$1,007.12, and Family = \$1,425.08.</p>	<p>County pays the full cost of dental coverage for eligible EE who work at least 50% of their standard hours per pay period and, if so, for their eligible dependents as well. Monthly amounts for Delta Dental PPO + Premier (most expensive plan) are EE only = \$42.76, EE+1 = \$81.10, and Family = \$123.88.</p>	<p>After six months of employment, EE may be eligible for reimbursement of vision care expenses through County's Vision Reimbursement Program. Reimbursement available ranges from \$200 to \$250 every 24 months (refer to MOU for eligibility and specific benefit levels; ACMEA none; IFPTE Local 21 Unit 77 and Unit 16 = \$200).</p>	<p><u>Accidental Death & Dismemberment Insurance</u>: County Management EE may elect to purchase AD&D insurance in increments of \$25,000 up to a maximum of \$500,000; the cost of coverage is EE only = \$0.010 per \$1,000 of coverage and EE + Family = \$0.016 per \$1,000 of coverage. <u>IFPTE Local 21 Unit 77 and Unit 16</u>; Basic Group Life Insurance coverage = \$15,000 will be provided to each EE who meets enrollment requirements. County pays \$0.68 per \$1,000 of coverage. <u>ACMEA, IFPTE Local 21 CEMU</u>: Basic Group Life Insurance coverage = \$25,000 will be provided to each EE who meets enrollment requirements. County pays \$0.68 per \$1,000 of coverage.</p>	<p>County provides voluntary plan for eligible EE. This is an EE paid benefit. If disability continues beyond 180 days, the voluntary plan provides monthly income replacement of up to 60% of your eligible base salary, with a maximum benefit of \$5,000.</p>	<p>Decline all medical plan coverage = \$100 per month. Reduce medical coverage from Family to Self = \$75 per month. Reduce medical coverage from Family to Self+1 = \$50 per month. Reduce medical coverage from Self+1 to Self = \$50 per month.</p>	<p><u>Short-Term Disability</u>: County provides voluntary plan for eligible EE. This is an EE paid benefit. After the 7th day of accident/sickness, the voluntary plan provides weekly income replacement earnings up to 40% of your eligible base salary, with a maximum weekly benefit of \$1,500. <u>EAP</u>: County pays \$1.74 per month. <u>Management Benefit</u>: ACMEA = County contributes \$2,600 per year (with an increase to \$2,900 effective January 1, 2011); <u>IFPTE Local 21 CEMU</u> = County contributes \$2,450 per year (with an increase to \$2,900 effective January 1, 2011).</p>

**Alameda County Transportation Commission
Benefits Comparison Summary
August 2010**

	Health/Cafeteria Maximum Paid	Dental Maximum Paid	Vision Maximum Paid	Life Insurance and AD&D Premiums	LTD Premiums	Opt-Out Option Allowance	Other
Alameda County Congestion Management Agency	\$1,384.66	\$118.51 / \$162.67	\$35.72	\$0.19 per \$1,000 (Life) + \$0.02 per \$1,000 (AD&D)	\$0.82 per \$100	\$692.33	Excess Medical Expenses Allowance = Up to \$982 per year
Alameda County Transportation Improvement Authority			\$1,638.00			See policy	None
AC Transit	\$2,085.47	\$267.99	\$29.83	AFSCME and Unrepresented = \$68.04 per month. All Others = \$7.04 per month.	0.24% of salary	\$300.00	EAP: \$8.00 per month per employee
BART	\$1,384.66	\$150.06	\$15.70	\$0.2050 per \$1,000 of coverage	\$0.89 per \$100 of salary	\$100.00	Short-Term Disability: \$42 per employee. EAP: \$4.85 per month per employee.
City of Alameda					ACEA & MCEA = \$10.50; EA = \$50.40	\$230.00	EAP: \$3.15 per month per employee.
City of Albany	\$1,384.66	\$124.00	None	Management = \$16; Non-Management = \$6	0.69% of salary	Management Only = \$532.56	EAP: \$7.15 per month per employee
City of Berkeley	\$1,248.82	\$152.64 or \$134.92	None	\$0.187 per \$1,000 of coverage	\$0.380 per \$1,000 of salary	\$469.48 (medical); \$134.92 (dental)	EAP: \$5.35 per month per employee; YMCA Membership: \$46.50 per month per employee.
City of Dublin	\$1,153.00	\$164.46	None	\$12.50	\$0.899 per \$100 of payroll	None	None
City of Emeryville	\$1,217.20	\$129.98	\$20.87	\$0.12 per \$1,000 of coverage (life) + \$0.030 per \$1,000 of coverage (AD&D)	\$0.41 per \$100 of monthly salary	\$468.08	EAP: \$3.66 per month per employee
City of Fremont	Management = \$1,518.30; PETA = \$1,489; FACE = \$1,383.59	Management = \$8.40 + \$0.53 per month; PETA & FACE = \$4.20 + \$0.53 per month.		Management = \$8.40 + \$0.53 per month; PETA & FACE = \$4.20 + \$0.53 per month.	Reimbursement	Management & FACE = \$580; PETA = None	EAP: \$4.86 per month per employee.
City of Hayward	HAME & Unrep = \$1,501.06; PTE = \$1,384.66	\$136.57	\$22.56	HAME & Unrep = \$0.18 per \$1,000 of coverage; PTE = \$9.00	HAME & Unrep = 0.684% of monthly salary; PTE = 0.395% of monthly salary	\$350.00	EAP: HAME & Unrep = \$7.06 per month per employee; PTE = \$5.69 per month per employee.
City of Livermore	MEAN = \$1,343; Management = \$1,496; Executive = \$1,839		Executive = \$1,839	MEAN = \$11.66; Management = \$19.26; Executive = \$33.51	\$0.34 per \$100 of coverage	MEAN = \$384; Management = \$1,496; Executive = \$1,839	EAP: \$2.40 per month per employee.

**Alameda County Transportation Commission
Benefits Comparison Summary
August 2010**

	Health/Cafeteria Maximum Paid	Dental Maximum Paid	Vision Maximum Paid	Life Insurance and AD&D Premiums	LTD Premiums	Opt-Out Option Allowance	Other
City of Newark		\$105.00		\$5.68	EE Paid	\$105.00	Management, Supervisory, and Professional EE = up to \$100 per month allowance.
City of Oakland	\$2,257.24	\$28.94	\$1.40	\$0.13 per \$1,000 of coverage	\$0.42 per \$100 of income	\$160.00	Short-Term Disability: \$0.28 per \$100 of income.
City of Piedmont	\$1,384.66	\$183.28	\$38.36	\$0.25 per \$1,000 of coverage (Life) + \$0.04 per \$1,000 of coverage (AD&D)	\$0.455 per \$100 of monthly payroll	None	None
City of Pleasanton	\$1,427.77	\$138.30	\$21.99	\$0.129 per \$1,000 of coverage	\$0.34 per \$100 of salary	None	EAP: \$4.90 per month per employee.
City of San Leandro	\$1,756.79		EE Paid	Management = \$12. Non-Management = \$4.80	\$0.16 per \$100 of salary	\$200.00	EAP: \$3.90 per month per employee.
City of Union City		Department Head = \$487.50; Mid-Management = \$737.50; Professionals = \$1,246		Department Head & Mid-Management = \$10; Professionals = \$5	Professional only = \$12.50	Professional only = \$100	EAP: \$3.48 per month per employee. Short- Term Disability: Professionals only = \$12.50
County of Alameda	ACMEA = \$1,640.60; IFPTE Local 21, Unit 77, Unit 16 = \$1,425.08; IFPTE Local 21, CEMU = \$1,425.08	\$123.88	Reimbursement Plan	\$0.68 per \$1,000 of coverage	EE Paid	\$100.00	EAP: \$1.74 per month. Management Benefit: ACMEA = \$2,600 per year; IFPTE Local 21 CEMU = \$2,450 per year

**Alameda County Transportation Commission
Benefits Comparison Summary
August 2010**

	Anticipated Changes to Benefits
AC Transit	None.
BART	District will pay the higher of the PERS HMO plan, Bay Area rates after an EE/retiree contribution (currently \$84.41 per month); this contribution will increase 3% per year. No other changes to benefits.
City of Alameda	No changes anticipated at this time.
City of Albany	None.
City of Berkeley	None.
City of Dublin	None.
City of Emeryville	All Non-Safety EE will start paying 5% of PERS EE contribution (currently in negotiations).
City of Fremont	None.
City of Hayward	City will be reviewing all benefits offered in the near future although no specifics have been decided.
City of Livermore	City is currently in negotiations with the bargaining units and discussing possible changes to benefits, although no changes have been decided.
City of Newark	None.
City of Oakland	None.
City of Piedmont	City will look into increasing EE cost sharing for active and retiree health insurances when contracts expire.
City of Pleasanton	Benefits may be discussed in upcoming negotiations in November (nothing has been proposed or decided).
City of San Leandro	Retirement Plan was amended to provide 2%@55 (36 months highest salary) to new miscellaneous EE hired on or after 5/6/10; City contributes portion of the EE's contribution rate as follows: year 1 = 25%, year 2 = 50%, year 3 = 75%; thereafter, ER Paid Member Contribution shall be equal to 7% of the EE's compensation for miscellaneous EE. No other changes anticipated.
City of Union City	City is in negotiations with all of the bargaining units right now and changes will most likely be known in mid-August.
County of Alameda	None.

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Memorandum

Date: October 20, 2010

To: Alameda County Transportation Commission

From: Frank R. Furger, Executive Director, Sunol Express Lane JPA

Subject: **I-680 Express Lane: Summary of First Month Operations**

The I-680 Express Lane opened for operations at 5 am on September 20th. The following summarizes the first month of operations for the facility.

- The Express Lane operates Monday – Friday from 5 am to 8 pm for toll paying customers and HOVs.
- From 8 pm – 5 am Monday – Friday and throughout the weekend, the facility is open to all traffic.
- A total of \$35,852 in revenue was generated in the first four weeks of operations.
- A total of 24,512 toll paying trips were processed in the first four weeks.
- 90% of the revenue generated was in the morning commute between 6 am and 10 am.
- 72% of the trips were in the 6 am to 10 am period.

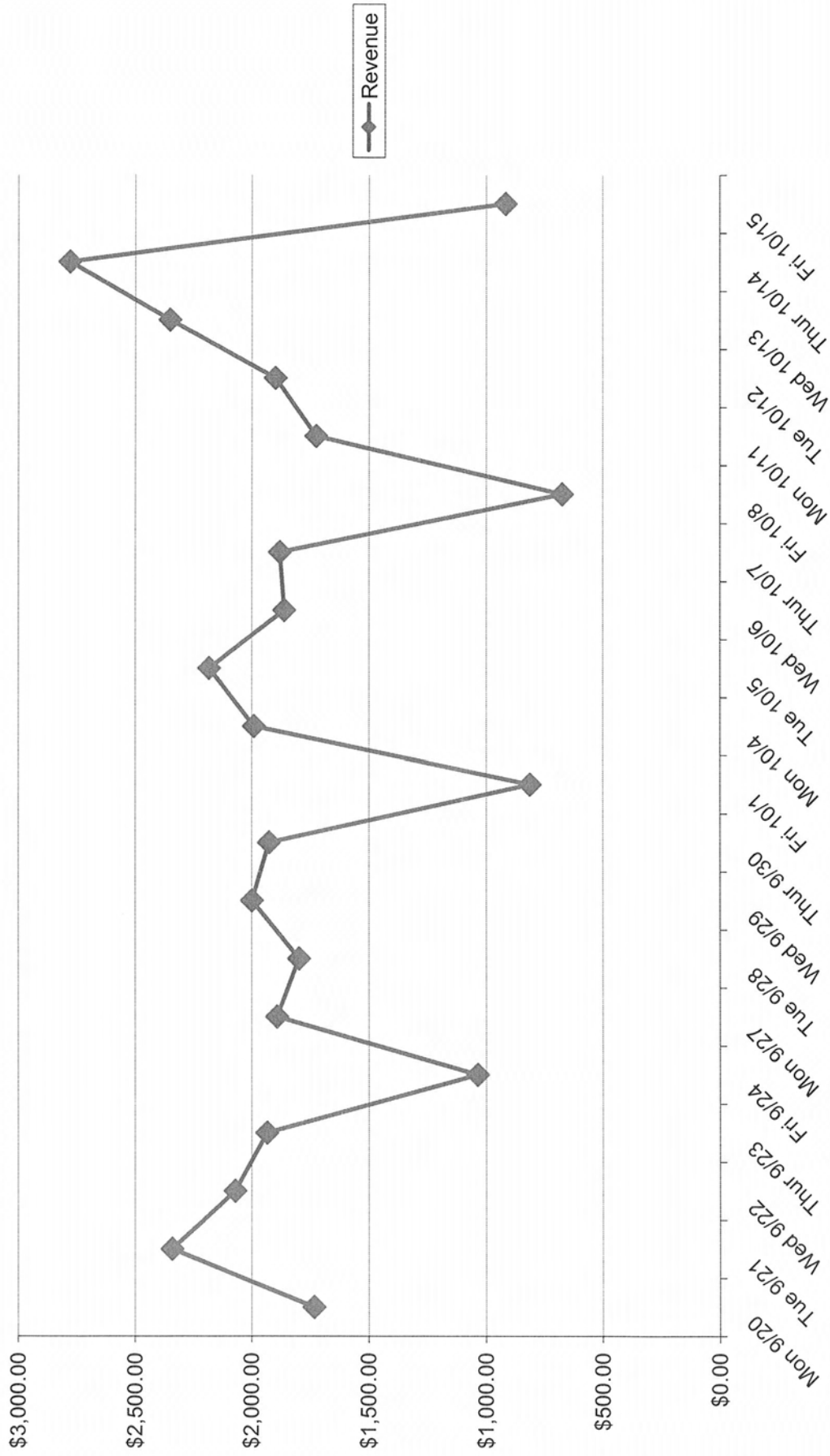
First Month Statistics:

Total Revenue	\$35,852
Total Trips	<i>24,512 Trips</i>
Morning Peak Period Revenue	\$32,242
Morning Peak Period Trips	<i>17,578 Trips</i>
Off-Peak Revenue	\$3,610
Off-Peak Trips	<i>6,934 Trips</i>
Range of Tolls Charged	\$0.30 - \$3.50
Average Toll	\$1.46
Average Morning Peak Period Toll	\$1.84
Average Toll Off-Peak Period	\$0.52

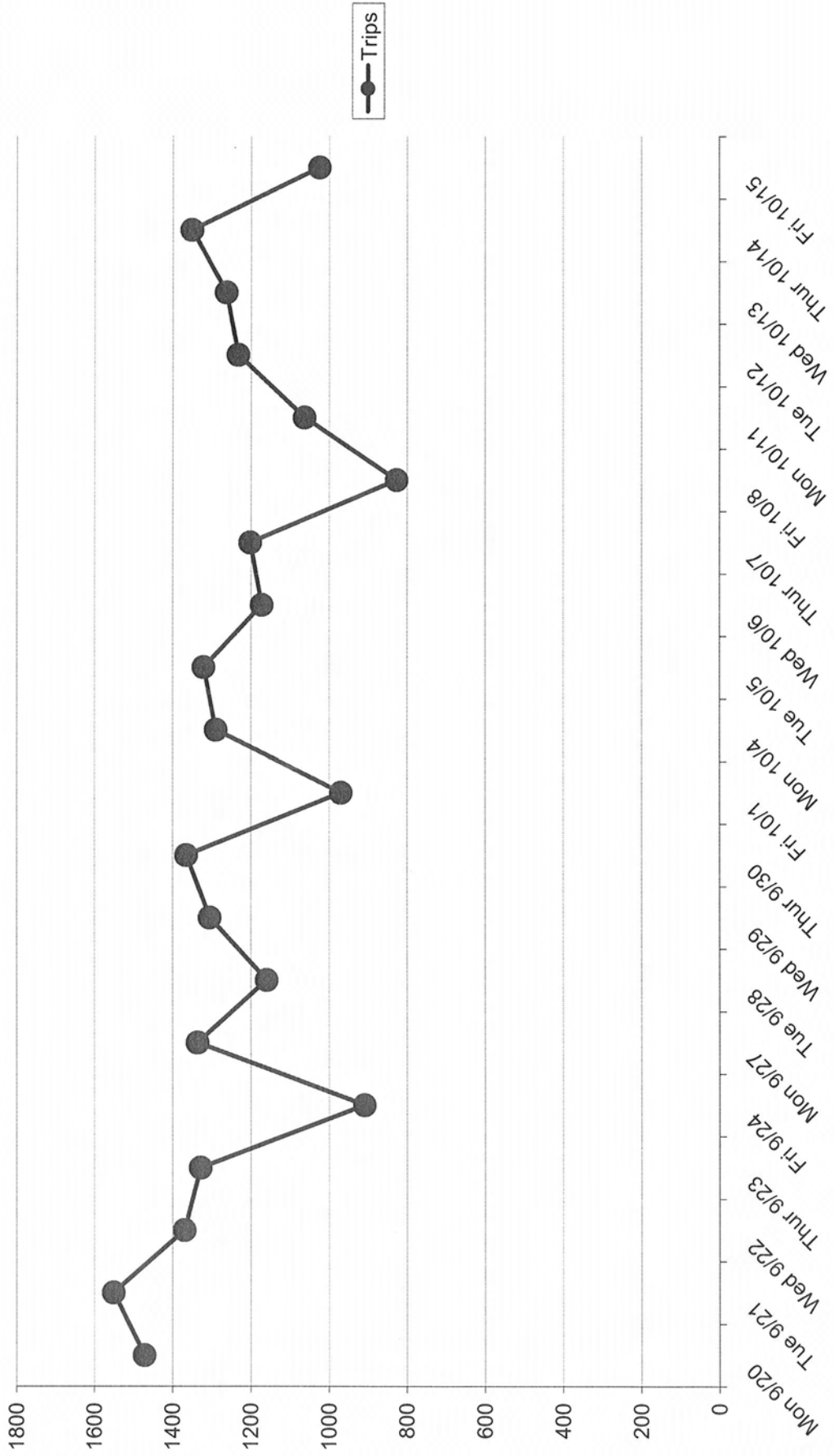
Attachments:

- Attachment A – Daily Revenue from 9/20/10 to 10/15/10
- Attachment B - Daily Trips from 9/20/10 to 10/15/10
- Attachment C - Average Revenue Per Hour from 9/20/10 to 10/15/10

Daily Revenue



Daily Trips



Average Revenue Per Hour
Monday 9/20/2010 - Friday 10/15/2010

