



COMMISSION MEETING NOTICE
Thursday, March 22, 2012, 3:00 P.M.
 1333 Broadway, Suite 300
 Oakland, California 94612
 (see map on last page of agenda)

Commission Chair
 Mark Green, Mayor – Union City

Commission Vice Chair
 Scott Haggerty, Supervisor – District 1

AC Transit
 Greg Harper, Director

Mark Green
 Scott Haggerty

Chair
 Vice Chair

Arthur L. Dao
 Vanessa Lee

Executive Director
 Clerk of the Commission

Alameda County
 Supervisors
 Nadia Lockyer – District 2
 Wilma Chan – District 3
 Nate Miley – District 4
 Keith Carson – District 5

BART
 Thomas Blalock, Director

City of Alameda
 Rob Bonta, Vice Mayor

City of Albany
 Farid Javandel, Mayor

City of Berkeley
 Laurie Capitelli, Councilmember

City of Dublin
 Tim Sbranti, Mayor

City of Emeryville
 Ruth Atkin, Councilmember

City of Fremont
 Suzanne Chan, Vice Mayor

City of Hayward
 Olden Henson, Councilmember

City of Livermore
 John Marchand, Mayor

City of Newark
 Luis Freitas, Vice Mayor

City of Oakland
 Councilmembers
 Larry Reid
 Rebecca Kaplan

City of Piedmont
 John Chiang, Vice Mayor

City of Pleasanton
 Jennifer Hosterman, Mayor

City of San Leandro
 Joyce R. Starosciak, Councilmember

Executive Director
 Arthur L. Dao

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 Commission during “Public Comment” on any item <u>not</u> 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 | <ul style="list-style-type: none"> • Recognition of Safe Routes to School Golden Sneaker Award Recipients |
| 5 | Approval of Consent Calendar | |
| | 5A. Minutes of February 23, 2012 – Page 1 | A |
| | 5B. Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments prepared by Local Jurisdictions– Page 9 | I |
| | 5C. Approval of Safe Route to School (SR2S) Federal Fund Exchange – Page 13 | A |
| | 5D. Approval of Transportation for Clean Air (TFCA) FY 2012/13 Expenditure Plan Application – Page 19 | A |
| | 5E. Approval of Transportation Fund for Clean Air (TFCA) County Program Manager Fund Guidelines – Page 25 | A |

- 5F. Approval of State Transportation Improvement Program (STIP) At Risk Report – **Page 35** A
- 5G. Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report – **Page 41** A
- 5H. Approval of CMA Exchange Program Quarterly Status Monitoring Report – **Page 53** A
- 5I. Approval of Transportation for Clean Air (TFCA) Program At Risk Report – **Page 57** A
- 5J. Approval of the Proposition 1B Transit Projects for the Cycle 3 Lifeline Transportation Program – **Page 63** A
- 5K. Approval of STIP Expenditure Deadline Extension for Alameda CTC’s I-680 Express Lane Project – **Page 73** A
- 5L. I-880 Southbound HOV Project, South Segment - Authorization to Enter into a Construction Cooperative Agreement with the California Department of Transportation – **Page 79** A
- 5M. I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Execute a Contract with Delcan Corporation for System Integrator Services – **Page 81** A
- 5N. I-580 Eastbound Express (HOT) Lane Project – Approval of Amendment No. 1 to Extend the Expiration Date of the Contract with Solem & Associates to Provide Public Education and Marketing Services– **Page 83** A
- 5O. Telegraph Avenue Corridor Transit Project (ACTIA No. 07A) - Approval of Deadline Extension for Environmental Clearance – **Page 85** A
- 5P. Dumbarton Corridor Improvements Project (ACTIA No. 25) – Approval of Allocation of 2000 Measure B Capital Program Funding for Project Development Phases of the Central Avenue Overpass Project – **Page 87** A
- 5Q. Castro Valley Local Area Traffic Circulation Improvement Project (ACTA No. MB241) – Approval of Amendment No. 1 to Project Funding Agreement No. A07-0002 – **Page 97** A
- 5R. Altamont Commuter Express Rail Project (ACTIA No. 01) – Approval of Allocation of 2000 Measure B Capital Program Funding– **Page 101** A
- 5S. Approval to Amend an Agreement with the California Highway Patrol for Construction Zone Enhanced Enforcement Program Services – **Page 107** A

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- 5T. Review of Route 84 Corridor Improvements between Interstate 580 and Interstate 680 – Status Report – **Page 111** **I**
- 5U. Approval of a Proposed Update to the Fiscal Year 2011- 2012 Consolidated Budget for the Alameda CTC – **Page 115** **A**
- 5V. Approval of the Semi-Annual Contract Equity Utilization Report and Contract Award Report for July 1, 2011 through December 31, 2011 – **Page 135** **A**
- 5W. Update on the Procurement of the Independent Financial Audit Service Contract and Related Activities – **Page 149** **I**
- 5X. Approval of Amendment No. 1 to the Professional Services Agreement with Moffatt & Nichol (A11-0018) for Additional and Deferred Project Management and Delivery Services – **Page 153** **A**
- 5Y. Approval of an Amendment to the Moore Iacofano Goltsman Inc. Contract for Strategic Communications and Outreach Services– **Page 155** **A**

6 Community Advisory Committee Reports – (Time Limit: 3 minutes per speaker)

- 6A. Bicycle and Pedestrian Advisory Committee- Midori Tabata, Chair – **Page 157** **I**
- 6B. Citizens Advisory Committee–Cynthia Dorsey, Chair – **Page 159** **I**
- 6C. Citizens Watchdog Committee – James Paxson, Chair – **Page 161** **I**
- 6D. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair – **Page 163** **I**

7 Planning, Policy and Legislation Committee Action Items

- 7A. Approval of Legislative Position and Legislative Update – **Page 173** **A**
- 7B. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) – **Page 189** **I**

8 Programs and Projects Action Items

- 8A. Closed Session: Pursuant to California Government Code section 54956.9(c) Conference with General Counsel regarding anticipated litigation Thirteen (13) Items
- 8B. Report on Closed Session

- 8C. Consideration of Adoption of Resolutions of Necessity Authorizing Filing of A
Eminent Domain Action to Acquire Real Property Interests for the I-880
Southbound High Occupancy Vehicle (HOV) Lane Project (730.0)
(a minimum of 18 affirmative Commissioners' (not weighted) votes required) – Page 203

10 Member Reports (Verbal)

11 Staff Reports (Verbal)

12 Adjournment: Next Meeting – April 26, 2012

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

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

April 2012 Meeting Schedule: Some dates are tentative. Persons interested in attending should check dates with Alameda CTC staff.

Citizens Advisory Committee (CAC)	5:30 pm	April 19, 2012	1333 Broadway Suite 300
Citizens Watchdog Committee (CWC)	6:30 pm	No Meeting	1333 Broadway Suite 300
Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	April 6, 2012	1333 Broadway Suite 300
I-680 Sunol Express Lane Joint Powers Authority	9:30 am	April 9, 2012	1333 Broadway Suite 300
I-580 Policy Advisory Committee (PAC)	9:45 am	April 9, 2012	1333 Broadway Suite 300
Planning, Policy and Legislation Committee	11:00 am	April 9, 2012	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	April 9, 2012	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	April 9, 2012	1333 Broadway Suite 300
Bicycle and Pedestrian Advisory Committee	5:30 pm	TBD	1333 Broadway Suite 220
Paratransit Technical Advisory Committee	9:30 am	April 10, 2012	1333 Broadway Suite 300
Paratransit Advisory and Planning Committee and TAC JOINT MEETING	1:00 pm	April 23, 2012	1333 Broadway Suite 300
Countywide Transportation Plan and Expenditure Plan Development Steering Committee (CWTP-TEP)	12:00 pm	No Meeting	1333 Broadway Suite 300
Technical Advisory Working Group (TAWG) and Community Advisory Working Group Joint Meeting (CAWG)	1:30 pm (CAWG)	No Meeting	1333 Broadway Suite 300
Alameda CTC Commission Meeting	3:00 pm	April 26, 2012	1333 Broadway Suite 300



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
MINUTES OF FEBRUARY 23, 2012
OAKLAND, CALIFORNIA**

1. Call to Order/Pledge of Allegiance

Chair Green convened the meeting at 2:30 p.m.

2. Roll Call

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

3. Public Comment

There was no public comment.

4.0 Chair/Vice-Chair's Report

Mayor Green stated that the MTC Commission passed a 9-6 vote in favor of MTC staff's recommendation for guidelines for applying the Project Performance Assessment results to Plan Bay Area investments instead of the Joint MTC Planning and ABAG Administrative Committee's recommendation. He also stated that five cities (Emeryville, Hayward, Fremont, Livermore and Union City) voted to approve the Transportation Expenditure Plan and he stated that the Livermore and Fremont Chambers of Commerce had expressed support for the Plan.

5. Approval of Consent Calendar

5A. Minutes of January 26, 2012

5B. Review Updated Information on Bay Area Air Quality management District's (BAAQMD) Adopted California Environmental Quality Act (CEQA) Guidelines and Court Suspension of Air Quality Rules

5C. Approval to Amend the Date and Budget in the Guaranteed Ride Home Agreement (A7-015), Issue a Request for Proposals and Negotiate and Execute a Professional Services Agreement

5D. Approval of 2012 State Transportation Improvement (STIP) Exchange Proposal

5E. Approval of STIP Expenditure Deadline Extension for Alameda CTC's I-880 HOV Lane Landscape Enhancements Project

5F. Approval of Measure B Pass-Through Funding Formula for Special Transportation for Seniors and People with Disabilities

5G. Approval of City of Fremont's Request to Extend the Agreement Expiration Date for the Tri-City Travel Training Project

5H. I-580 Westbound Express Lane Project - Approval of Amendment No. 3 to Extend the Expiration Date of the Contract with URS Corporation Americas to Prepare Scoping Documents

- 5I. I-880 / Marina Blvd. Interchange Improvements Project - Approval of Amendment No. 3 to Extend the Expiration Date of the Contract with BKF Engineers, Inc. to Prepare a Project Study Report/Project Report (PSR/PR)
- 5J. I-580 Eastbound HOV Lane Widening Project - Approval of the Initial Project Report to Request MTC Allocation of Regional Measure 2 Funds
- 5K. I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project –Approval of Amendment No.1 to Extend the Expiration Date of the Contract with AECOM to Prepare a Project Study Report (PSR)
- 5L. I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project Adoption of Resolution to Hear Necessity Resolutions
- 5M. I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Enter into Memorandum of Understanding with California Department of Transportation (Caltrans)
- 5N. Alameda CTC Consolidated FY2011-12 Second Quarter Financial Report
- 5O. Alameda CTC Consolidated FY2011-12 Second Quarter Investment Report
- 5P. Approval of Conflict of Interest Code
- 5Q. Approval of Appointments for the Community Advisory Committees

For Item 5F Mayor John Marchand suggested that LAVTA receive a fairer portion of the pass-through funding. Art Dao informed him that the issue will be taken into consideration in the new TEP.

Councilmember Henson motioned to approve the Consent Calendar. Mayor Hosterman seconded the motion. The motion passed 24-0.

6. Community Advisory Committee Reports

6A. Bicycle and Pedestrian Advisory Committee (BPAC)

No one was present from BPAC.

6B. Citizens Advisory Committee (CAC)

No one was present from CAC.

6C. Citizens Watchdog Committee (CWC)

Art Dao informed the Board that the CWC had not met since the last Board meeting.

6D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire informed that Board that PAPCO met in January and endorsed the proposed funding formulas. They will meet jointly with TAC to discuss Gap grant extensions and laws related to accessible transit seating. PAPCO also received an update from grant recipients for shuttle programs, and they began discussing and planning their annual Mobility Workshop scheduled for mid-July. Ms. Stadmire concluded

by informing the Board that PAPCO has finalized most of their appointments with only two vacancies remaining in the cities of San Leandro and Union City.

7. Planning, Policy and Legislation Committee Action Items

7A. Legislative Update

Tess Lengyel updated the Board on State and Federal legislation. On the State side, the Governor provided his budget proposal which included tax increases and the reorganization of the Business Transportation and Housing Agency, which would align all transportation functions under one umbrella. Ms. Lengyel announced that the Governor appointed Brian Kelly as the Secretary of the Agency as well as Zack Wasserman as the BCDC chair. On the Federal side, Ms. Lengyel updated the Board on the house and senate Surface Transportation Bills, the MAP-21 Senate Bill, and Presidents' budget as it relates to transportation.

This Item was for information only.

7B. Review and Comment on MTC's Second Draft One Bay Area Grant Proposal

Tess Lengyel updated the Board on the Second Draft of MTC's One Bay Area Grant Proposal. She stated that the update was also given to ACTAC, PPLC and PPC Committee earlier in the month. The second draft of the MTC OBAG proposal was released in January. The draft keeps the 70/30 funding split, adds a Resolution of Intent and includes changes to the PDA growth strategy formula.

Councilmember Kaplan supported all proposed changes to the draft proposal. She also requested suggesting that the proposal include explicit language stating that Alameda CTC is eligible to receive funding from the grant.

Councilmember Starosicak questioned if Smart Growth, including industrial and retail space had been considered in this proposal.

This Item was for information only.

7C. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)

Beth Walukas and Tess Lengyel provided an update on the Countywide Transportation Plan, TEP and the Development of the SCS/RTP. Ms. Lengyel informed the Board that in the upcoming weeks staff would be presenting the TEP to the City of Oakland Public Works Committee and the City of San Leandro as well as AC Transit and BART and she stated that the third poll is being developed and will be vetted at the joint CAWG/TAWG and Steering Committee meetings in March. Ms. Walukas informed the Board that the draft Countywide Transportation Plan is being worked on and will be presented at the joint CAWG/TAWG and the Steering Committee meetings in March. The list of projects is being aligned with what was adopted in the TEP and the budget has been increased to represent the augmented amount. Ms. Walukas stated that the SCS/RTP is still being developed and will be presented at the joint MTC Planning and ABAG Administrative Committee meeting in March. Ms. Walukas updated the Board on MTC's Project Performance Assessment results, summarized how Alameda County projects fared in the assesment, and gave a general outline on the schedule of the SCS/RTP development.

8. Finance and Administration Committee Action Items

A joint meeting of the Alameda CTC Commission and the Boards of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA) was convened at 3:35pm.

8A.1 Termination of ACTIA and ACCMA; Acceptance by Alameda CTC of ACTIA's and ACCMA's Authority, Functions, Roles, Responsibilities, and Assets and Liabilities

Zack Wasserman recommended that the Board and the joint Board/Commission of ACTIA and ACCMA approve the termination of ACTIA and ACCMA and that the Alameda CTC accept these terminations. He explained that approval of these actions will result in the assumption by Alameda CTC of all assets and liabilities of ACTIA and ACCMA, will complete the merger of agencies, and will aid in the Eminent Domain process.

Councilmember Worthington motioned to approve the terminations of both ACTIA and ACCMA. Supervisor Haggerty seconded the motion. The motion passed 24-0.

Councilmember Worthington motioned to approve the acceptance of the terminations of both ACTIA and ACCMA. Supervisor Haggerty seconded the motion. The motion passed 24-0.

The joint meeting recessed at 3:40pm.

9. Member and Staff Reports

Councilmember Kaplan informed the Board that the Sierra Club met and had voted in opposition for the Transportation Expenditure Plan. She urged her fellow Commissioners to advocate for the TEP with members of the Sierra Club.

Art Dao informed the Board that Alameda CTC will be co-hosting the CTC Reception on March 28th. He also informed the Board that the Self-Help Coalition will host its annual reception on March 21st in Sacramento.

11. Adjournment: Next Meeting – March 22, 2012

The meeting ended at 3:55 pm. The next meeting will be held on March 22, 2012 at 3:00pm.

Attest by:



Vanessa Lee
Clerk of the Commission



**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
 ROSTER OF MEETING ATTENDANCE
 February 23, 2012
 1333 Broadway, Suite 300, Oakland CA 94612**

JURISDICTION/AGENCY	COMMISSIONERS	Initials	ALTERNATES	Initials
AC Transit	Greg Harper		Elsa Ortiz	
Alameda County, District 1	Scott Haggerty, Vice Chair	SH	William Harrison	
Alameda County, District 2	Nadia Lockyer		Marvin Peixoto	MP
Alameda County, District 3	Wilma Chan		Michael Gregory	MG
Alameda County, District 4	Nate Miley	NM		
Alameda County, District 5	Keith Carson		Kriss Worthington	KW
BART	Thomas Blalock		Robert Franklin - BART	RF
City of Alameda	Rob Bonta	RB	Beverly Johnson	
City of Albany	Farid Javandel	FJ	Peggy Thomsen	
City of Berkeley	Laurie Capitelli	LC	Kriss Worthington	
City of Dublin	Tim Sbranti		Don Biddle	
City of Emeryville	Ruth Atkin	RA	Kurt Brinkman	
City of Fremont	Suzanne Chan	SC	William Harrison	
City of Hayward	Olden Henson	OH	Marvin Peixoto	
City of Livermore	John Marchand	JM	Stuart Gary	
City of Newark	Luis Freitas	LF	Alberto Huezo	
City of Oakland	Larry Reid	LR	Patricia Kernighan	
	Rebecca Kaplan	RK	Jane Brunner	
City of Piedmont	John Chiang	JC	Garrett Keating	
City of Pleasanton	Jennifer Hosterman	JH	Cheryl Cook-Kallio	
City of San Leandro	Joyce R. Starosciak	JS	Pauline Russo Cutter	
City of Union	Mark Green, Chair	MG	Emily Duncan	
LEGAL COUNSELS	Zack Wasserman - WRBD	ZW		
	Neal Parish - WRBD	NP		
	Geoffrey Gibbs - GLG	GTG		

**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
 ROSTER OF MEETING ATTENDANCE
 February 23, 2012
 1333 Broadway, Suite 300, Oakland CA 94612**

STAFF	Initials	STAFF/CONSULTANT	Initials
Arthur L. Dao – Executive Director	<i>ard</i>	Gladys Parmelee – Office Supervisor	<i>ard gyp</i>
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>TL</i>	Vanessa Lee – Clerk of the Commission	<i>DL Lee</i>
Beth Walukas – Deputy Director of Planning	<i>BA</i>	Liz Brazil – Contract Compliance and Outreach Analyst	
Patricia Reavey – Director of Finance	<i>PR</i>	Yvonne Chan – Accounting Manager	
Stewart Ng, Director of Programming and Project Management		Lei Lam – Senior Accountant	
Matt Todd - Manager of Programming	<i>MT</i>	Sammy Ng – Senior Accountant	
Saravana Suthanthira - Senior Transportation Planner	<i>SS</i>	Seung Cho – Contract Procurement Analyst	
Diane Stark - Senior Transportation Planner	<i>DS</i>	Patty Seu - Accountant	
Steve Haas – Senior Transportation Engineer		Linda Adams – Executive Assistant	
John Hemiup – Senior Transportation Engineer		Victoria Winn – Administrative Assistant III	
Vivek Bhat - Senior Transportation Engineer	<i>VB</i>	Claudia Leyva - Administrative Assistant III	<i>CDL</i>
Arun Goel – Project Controls Engineer		Frank R. Furger – Executive Director, I-680 JPA	
Jacki Taylor – Programming Analyst		James O'Brien	<i>JO</i>
Laurel Poeton – Assistant Transportation Planner		Stefan Garcia	<i>SG</i>

**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
 ROSTER OF MEETING ATTENDANCE
 February 23, 2012
 1333 Broadway, Suite 300, Oakland CA 94612**

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
CLYDE HAMILTON	TECHERO CONSTRUCTION	916 484-3340	CHAMILTON@TECHERO.COM
Sylvia Stadmira	PAPCO/Chair	510-534-7638	
Pat Messburg	Oak/Larry Reid	510-238-7513	pmessburg@oaklandnet.com
Jen Revelli	Parsons Brinckerhoff	415-243-4731	revelli.j@pbworld.com
Liz Justison	Parsons Brinckerhoff	415-243-4617	justisonrep@pbworld.com
CHARLIE LAYTON HAY, RES.			
Rochelle Wheeler	Consultant to Alameda CTC	510-208-7471	rwheeler@alamedactc.org
VAL T CHINN.	ACTC	510 3056695	
James Ober	ACTC PET		
Nathal Lloyd	ACTC PET	510-891-4792	nlloyd@actc.org
Saravanan a Luthranthara	ACTC	510-208-7426	
Donna Lee	BART	(510) 464-6282	dlee@bart.gov
Mike Tassano	City of Pleasanton	925 931 5670	MTASSANO@ci.pleasanton.ca.us
Bob Vinn	Livermore	925 960 4516	bgvinn@ci.livermore.ca.us

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Memorandum

DATE: March 14, 2012
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: **Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments prepared by Local Jurisdictions**

Recommendation

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

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC is required to review Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comment on them regarding the potential impact of proposed land development on regional transportation system. Staff will report to the Alameda CTC Commission on comments made.

In February of 2012, staff reviewed the Proposed State CEQA Infill Guidelines. Comments were submitted and are attached.

Attachments

Attachment A: Comment letter for Proposed State CEQA Infill Guidelines, Section 15183.3, Streamlining for Infill Projects

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February 24, 2012

CEQA Guidelines Update

c/o Christopher Calfee
1400 Tenth Street
Sacramento, CA 95814

CEQA.Guidelines@ceres.ca.gov.

SUBJECT: Comments on Proposed State CEQA Infill Guidelines, Section 15183.3, Streamlining for Infill Projects

Dear Mr. Calfee:

Thank you for the opportunity to comment on the Proposed State CEQA Infill Guidelines, Section 15183.3, Streamlining for Infill Projects. We appreciate the State Governor's Office of Planning and Research (OPR)'s efforts to streamline CEQA review for infill projects in compliance with SB 226. Our comments follow:

- 1) **Measuring VMT** –As an option to using the MPO's travel demand model, we request the ability for project sponsors to measure average VMT by using countywide travel demand models that are consistent with the MPO's model, subject to approval by the MPO. This provide project sponsors the opportunity to conduct a more detailed analysis of VMT using a model with more focused land use and transportation assumptions in the local area.
- 2) **Review and Revise Guidelines periodically** – We request the OPR review the revised CEQA Guidelines periodically, and update, if necessary, with input from project sponsors, lead agencies and a review of the number of infill projects that successfully use CEQA Guidelines Section 15183.3 to streamline their CEQA review.

Thank you again, for OPR's efforts to streamline the CEQA process to encourage infill development.

Sincerely,

A handwritten signature in black ink that reads "Beth Walukas". The signature is written in a cursive, flowing style.

Beth Walukas
Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner
Diane Stark, Senior Transportation Planner

File: CMP – Environmental Review Opinions – Responses - 2012

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Memorandum

DATE: March 14, 2012
TO: Alameda County Transportation Commission
FROM: Program and Projects Committee
SUBJECT: Approval of Safe Route to School (SR2S) Federal Funding Exchange

Recommendation

It is recommended the Commission adopt Resolution 12-008 that approves the Safe Route to School (SR2S) Federal Funding Exchange Proposal. The overall commitment to the SR2S program would remain unchanged and the program will be implemented as originally approved by the Alameda CTC Board.

Summary

The Alameda CTC Board approved the Countywide Safe Routes to School (SR2S) Program in summer 2010 which included \$1.3 million for a Capital Program. The Capital Program includes two primary elements: the Capital Project element of \$600,000, and the Project Support element (Technical Assistance Program) (TAP) of \$700,000 (Attachment A). The program was initially funded with a combination of Federal (STP/CMAQ) and local match.

Background

Staff is proposing an exchange proposal with the San Joaquin Regional Rail Commission (SJRRC), who operate the Altamont Commuter Express (ACE) service, that would provide non-federal funds to implement the SR2S Capital Program. Local funds received as a part of this exchange will provide funding for Alameda CTC to deliver the SR2S Capital Program (Capital Projects and Technical Assistance Program Elements).

The TAP program was proposed to provide Capital Project development resources (i.e. Environmental Documents, Design Phase) to agencies. This program was also envisioned to assist agencies in getting projects in a position to compete for other capital focused SR2S grant programs. During the efforts of obligating federal funds, federal eligibility issues related to certain types of tasks, originally envisioned to be funded by TAP, were raised. The availability of non-federal funds would provide needed flexibility in delivering such tasks.

The Alameda CTC is a partner in the ACE Operations through a cooperative service agreement and considers funding contributions on an annual basis through an annual baseline service plan process. Measure B pass-through funding, with 2.12% of total Measure B revenue devoted to the ACE operating expenses, has been supporting the service.

Exchange Proposal

The Alameda CTC would provide the SJRRC \$1,150,935 of Federal STP funds (initially identified for Alameda SR2S efforts) for ACE Service Preventative Maintenance.

The SJRRC has expended about \$2.05 million of Measure B pass through funds, annually, for the Alameda contribution to the multi-county service. This amount of funding is projected to be required for FY 12/13 as well. The proposed exchange would reduce the requested \$2.05 million of Measure B funds by the above amount of STP funding. Overall the remaining request for Alameda funding to the annual service operations would be about \$900,000 (\$2.05 Million - \$1.15 Million). The SR2S program will be implemented with Measure B funds.

Original Funding

	Federal	Local / Measure B	Total
SR2S	\$1,150,935	\$149,070	\$1,300,005
ACE Operations		\$2,050,000	\$2,050,000
Total	\$1,150,935	\$2,199,070	\$3,350,005

Proposed Exchange

	Federal	Local / Measure B	Total
SR2S		\$1,300,005	\$1,300,005
ACE Operations	\$1,150,935	\$899,065	\$2,050,000
Total	\$1,150,935	\$2,199,070	\$3,350,005

The overall commitment to the SR2S project would remain unchanged and the program will be implemented as originally approved by the Alameda CTC Board.

At the September 2011 Alameda CTC Board meeting, the Commission approved a revised strategy to deliver the Alameda County Safe Routes to School Capital Project Element. The revised strategy included the re-evaluation of the capital project proposals and the implementation plan of the Technical Assistance Program (TAP) based on options available as a result of the proposed exchange of the federal funds. The implementation strategy of the SR2S program will be brought back to the committees and the Commission in the upcoming months as soon as the exchange is formalized.

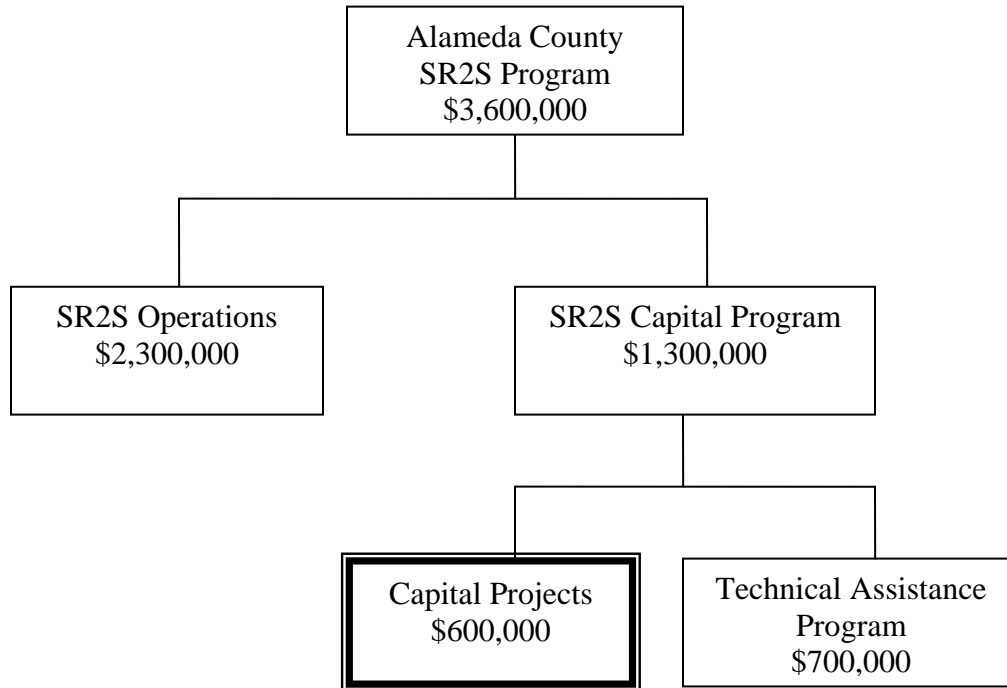
In addition to the above exchange, staff is also continuing to explore options to exchange an additional \$2.4 Million of CMAQ funds from two Federal Block grant projects. The projects were programmed as a part of the Cycle I Federal Block Grant funding and have delivery issues related to Environmental and Right of way clearances.

Attachments:

Attachment A: Alameda County Safe Routes to School Program Summary

Attachment B: Resolution 12-008

Alameda County Safe Routes to School Program Summary



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Commission Chair
Mark Green, Mayor - Union City

Commission Vice Chair
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Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Vice Mayor

City of Hayward
Olden Henson, Councilmember

City of Livermore
Marshall Kamena, Mayor

City of Newark
Luis Freitas, Vice Mayor

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
John Chiang, Vice Mayor

City of Pleasanton
Jennifer Hosterman, Mayor

City of San Leandro
Joyce R. Starosciak, Councilmember

Executive Director
Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 12-008

Authorizing the Exchange of Regional Discretionary Federal Surface Transportation Program (STP) funds and Local Measure B funds between the Safe Routes to School (SR2S) Capital Program and Altamont Commuter Express (ACE) Service

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region and is responsible for programming Regional Discretionary Federal Surface Transportation Program (STP) Funds; and

WHEREAS, the MTC has adopted a policy for allowing fund exchanges with Regional Discretionary Funds (MTC Resolution No. 3331) that details procedures governing fund exchanges; and

WHEREAS, the Alameda County Transportation Commission (ACTC) is the sponsor for the Alameda County Safe Routes to School (SR2S) Program; and

WHEREAS, a combination of federal and local funds are used to support the SR2S Program; and

WHEREAS, the Alameda County SR2S Program includes the SR2S Operations and SR2S Capital Program; and

WHEREAS, the San Joaquin Regional Rail Commission (SJRRRC) operates the Altamont Commuter Express (ACE) service; and

WHEREAS, the ACTC is a funding partner of the ACE Service through a cooperative service agreement and considers funding contributions on an annual basis; and

WHEREAS, the ACTC has proposed an exchange of STP funds and Local Measure B funds used to fund the ACTC SR2S Capital Program and ACE Service; and

WHEREAS, the MTC requires a resolution adopted by the responsible implementing agency in support of exchanges involving STP.

NOW, THEREFORE, BE IT RESOLVED, that the ACTC authorizes the Executive Director, or his designee, to execute a fund exchange of STP funds with Local Measure B funds to support the implementation of the Safe Routes to School (SR2S) Capital Program; and

BE IT FURTHER RESOLVED, that the ACTC by adopting this resolution does hereby state that the ACTC would provide the SJRRRC \$1,150,935 of STP funds for the ACE Service. The SJRRRC annually expends about \$2.05 million of Measure B funds for

the multi-county service. The fund exchange would reduce the FY 12/13 request of \$2.05 million of Measure B funds by \$1,150,935 of STP funding. Overall, the remaining request for Alameda funding to the annual ACE Service would be about \$900,000 (\$2.05 Million - \$1.15 Million). The SR2S Capital program will be implemented with Measure B funds. A summary of the exchange is detailed in Attachment A; and

BE IT FURTHER RESOLVED, the ACTC will provide \$1,300,005 of local funds to implement the SR2S Capital Program representing an equivalent amount of funding initially provided by \$1,150,935 of STP funding and the required 11.47 % match of \$149,070; and

BE IT FURTHER RESOLVED, the SR2S Capital Program will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and

BE IT FURTHER RESOLVED, the ACTC will amend the revised funding plan for the ACE Service and the SR2S Capital Program into MTC's Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, the fund exchange will comply with MTC Resolution No. 3331; and

BE IT FURTHER RESOLVED, that ACTC authorizes its Executive Director, or designee, to submit a fund exchange request to MTC as detailed in this resolution and enter into any required agreements; and

BE IT FURTHER RESOLVED, that a copy of this resolution will be transmitted to the MTC.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, March 22, 2012 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST

Mark Green, Chairperson

Vanessa Lee, Commission Clerk



Memorandum

DATE: March 14, 2012
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: **Approval of Transportation for Clean Air (TFCA) FY 2012/13 Expenditure Plan Application**

Recommendation:

It is recommended the Commission approve Resolution 12-007, regarding the submittal of the FY 2012/13 TFCA County Program Manager Fund Expenditure Plan Application to the Bay Area Air Quality Management District (Air District).

Summary:

Alameda CTC Resolution 12-007 and the FY 2012/13 TFCA County Program Manager Fund Expenditure Plan Application (both attached) are due to the Air District by April 1, 2012. The Expenditure Plan Application includes \$364,982 of funding available for programming to projects.

Background:

Starting with the 2009/10 program, the administration procedures of the TFCA program have been revised so the Air District approves an annual expenditure plan that includes the total amount of TFCA funds to be programmed, in lieu of approving the individual projects. Following the approval and execution of the FY 2012/13 Expenditure Plan, the Alameda CTC will have six months to provide a final program of eligible projects to the Air District.

The revenue in the FY 2012/13 Expenditure Plan Application is composed of the following:

- New projected revenue for FY 2012/13: \$1,847,855
- Earned interest for 2011: \$17,868
- Relinquished revenue from FY 2011/12: \$21,653

The total new TFCA funding available for FY 2012/13 is \$1,847,855. After five percent of the new revenue is set aside for the Alameda CTC's administration of the TFCA program, the earned interest and relinquished funds are added, resulting in a balance of \$1,794,982 available to program. At its January 26, 2012 meeting, the Commission approved the programming of \$1.43 million of FY 12/13 TFCA funding to the Air District's Goods Movement Emission Reduction Program (Port Truck

Replacement Program). This action leaves a remainder for FY 12/13 of \$364,982 to program to projects.

The attached Expenditure Plan Application is due to the Air District by April 1, 2012, prior to the submittal of a detailed program of projects. Applications for the FY 2012/13 program will be due to the Alameda CTC in late March and a draft FY 2011/12 TFCA program of projects is scheduled to be considered by the Commission in May.

Financial Impact:

This programming action has no financial impact to the Alameda CTC. The TFCA funds included in this funding program are being made available by the Air District. Costs associated with the Alameda CTC's administration of the TFCA program are included in the current Alameda CTC's budget.

Attachments:

- Attachment A: Resolution 12-007 for the FY 2012/13 TFCA Expenditure Plan Application
- Attachment B: FY 2012/13 TFCA Expenditure Plan Application



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 12-007

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Mark Green, Mayor - Union City

Commission Vice Chair
Scott Haggerty, Supervisor - District 1

ACTransit
Greg Harper, Director

Alameda County
Supervisors
Nadia Lockyer - District 2
Wilma Chan - District 3
Nate Miley - District 4
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City of Alameda
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Jennifer Hosterman, Mayor

City of San Leandro
Joyce R. Starosciak, Councilmember

Executive Director
Arthur L. Dao

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County;

WHEREAS, the Alameda CTC, on January 26, 2012, approved the programming of \$1.43 million of FY 12/13 TFCA funding to the Goods Movement Emission Reduction Program (Engine MY 2004 Port Truck Replacement Program) of the Bay Area Air Quality Management District ("BAAQMD"), leaving \$364,982 to program to other projects;

WHEREAS, the TFCA Program requires that the Program Manager submit an Expenditure Plan Application to the BAAQMD by April 1, 2012;

WHEREAS, prior to July 2010, the Alameda County Congestion Management Agency ("ACCMA") was the Alameda County TFCA Program Manager; and

WHEREAS, effective as of the close of business on February 29, ACCMA was terminated and all of ACCMA's assets, functions and liabilities, including but not limited to rights and obligations under ACCMA's then-existing contracts and agreements related to its prior role as Program Manager, were automatically assigned to, and assumed by, Alameda CTC.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission approves the programming of \$1,794,982.36 to projects, consistent with the attached FY 2012/13 TFCA County Program Manager Fund Expenditure Plan Application; and

BE IT FURTHER RESOLVED, that the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this programming with the BAAQMD and project sponsors.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, March 22, 2012 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: ATTEST:

Mark Green, Chairperson

Vanessa Lee, Clerk of the Commission

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SUMMARY INFORMATION

Program Manager Agency Name: Alameda County Transportation Commission

Address: 1333 Broadway, Suite 220, Oakland, CA 94612

PART A: NEW TFCA FUNDS

1. Estimated FYE 2013 DMV revenues (based on projected CY2011 revenues):	Line 1:	<u>\$1,816,090.00</u>
2. Difference between prior-year estimate and actual revenue:	Line 2:	<u>\$31,764.61</u>
a. Actual FYE 2011 DMV revenues (based on CY2010):		<u>\$1,830,060.61</u>
b. Estimated FYE 2011 DMV revenues (based on CY2010):		<u>\$1,798,296.00</u>
<i>(‘a’ minus ‘b’ equals Line 2.)</i>		
3. Estimated New Allocation (Sum of Lines 1 and 2):	Line 3:	<u>\$1,847,854.61</u>
4. Interest income. List interest earned on TFCA funds in calendar year 2011.	Line 4:	<u>\$17,867.75</u>
5. Estimated TFCA funds budgeted for administration: ¹	Line 5:	<u>\$92,392.73</u>
<i>(Note: This amount may not exceed 5% of Line 3.)</i>		
6. Total new TFCA funds available in FYE 2013 for projects and administration	Line 6:	<u>\$1,865,722.36</u>
<i>(Add Lines 3 and 4. These funds are subject to the six-month allocation deadline.)</i>		

PART B: TFCA FUNDS AVAILABLE FOR REPROGRAMMING

7. Total amount from previously funded projects available for reprogramming to other projects. <i>(Enter zero (0) if none.)</i>	Line 7:	<u>\$21,652.73</u>
<i>(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)</i>		

PART C: TOTAL AVAILABLE TFCA FUNDS

8. Total Available TFCA Funds <i>(Sum of Lines 6 and 7)</i>	Line 8:	<u>\$1,887,375.09</u>
9. Estimated Total TFCA funds available for projects <i>(Line 8 minus Line 5)</i>	Line 9:	<u>\$1,794,982.36</u>
10. Less TFCA funds programmed to BAAQMD for Regional TFCA Project	Line 10:	<u>-\$1,430,000.00</u>
11. Estimated Adjusted TFCA funds available for projects <i>(Line 9 minus Line 10)</i>	Line 11:	<u>\$364,982.36</u>

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: _____

¹ The “Estimated TFCA funds budgeted for administration” amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, Program Managers must limit their administrative costs to no more than 5% of the actual total revenue received from the Air District.

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code*
09ALA06	Fremont	South Fremont Arterial Mgmt	\$232,000	\$232,804.27	\$8,195.73	UB
10ALA00	Alameda CTC	FY 10/11 Administration	\$86,648	\$85,191	\$1,457	UB
11ALA15	San Leandro	FY 11/12 LINKS Shuttle Operations	\$59,000	\$47,000	\$12,000	Note 1

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING **\$21,652.73**

(Enter this amount in Part B, Line 7 of Summary Information form)

* Enter UB (for projects that were completed under budget) and CP (for cancelled project).

Notes:

1) \$47,000 is the revised total allowable TFCA for project 11ALA15 based upon a revised cost-effectiveness evaluation after the Alameda CTC’s approval of the final FY11/12 program. \$47,000 is anticipated to be expended in FY 11/12.



Memorandum

DATE: March 15, 2012
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) County Program Manager Fund Guidelines**

Recommendation:

It is recommended the Commission approve the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines for FY 2012/13.

Summary:

It is recommended the Commission approve the Alameda CTC TFCA Program Guidelines (TFCA Guidelines) for FY 2012/13. TFCA Program Managers are required to review the TFCA Guidelines on an annual basis and the TFCA Guidelines were last approved by the Alameda CTC in March 2011. The proposed edits to the Guidelines are shown in Attachment A.

Information:

Statute requires Program Managers to annually review the programming guidelines for the TFCA Program. As specified in Section 44241 of the Health and Safety Code, the Alameda CTC, as the entity designated to receive the TFCA Program Manager funds, is required to hold a public meeting at least once a year for the purpose of adopting criteria for the expenditure of the funds and to review the expenditure revenues. This review period will allow staff to incorporate updates to the TFCA legislation into the Alameda CTC's TFCA Program, as well as consider additional comments to the program.

Staff is proposing the revisions as detailed in the attached TFCA Guidelines based on the Bay Area Air Quality Management District (Air District)'s final FY 2012/13 TFCA Policies, adopted by the Air District Board on November 2, 2011, and the Air District Expenditure Plan Guidance released December 22, 2011. No substantive changes have been proposed to the TFCA Guidelines. Additionally, clarifications have been made to the TFCA Guidelines based on staff's experience with administering the TFCA program.

Edits and clarifications of note to the Alameda CTC TFCA Program Guidelines for FY 2012/13:

- Clarification has been added that projects must achieve surplus emission reductions beyond what is currently required through regulation, ordinances, contracts, or other legally binding obligations at the time of the execution of a funding agreement between the Alameda CTC and the project sponsor. This is not a new requirement, but a clarification to help facilitate program compliance.

- Clarification has been added that Project Sponsors must maintain general liability insurance, workers compensation insurance and additional insurance as appropriate for specific projects, throughout the life of the project. This reflects a clarification included in the Air District Policies for FY 12/13.
- Clarification has been added that project budgets should identify administrative project costs, if these costs are proposed to be reimbursed by TFCA and examples of administrative costs have been added. This clarification has been added to help facilitate program compliance.
- Revisions to the programming schedule have been made so that the annual review of the Guidelines happens prior to the release of the annual call for projects.

Additional proposed edits detailed in the attachment are clarifications and corrections to the current Guidelines and do not reflect changes to the TFCA Program.

Attachments:

Attachment A: Draft March 2012 Alameda CTC TFCA Program Guidelines

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION FUND FOR CLEAN AIR
(TFCA) PROGRAM GUIDELINES**

I. BACKGROUND

AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995) permit the Bay Area Air Quality Management District (hereinafter the "Air District") to collect a fee of up to \$4 per vehicle per year for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40% of the revenue to an overall program manager in each county. The overall program manager must be designated "by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population."

II. ELIGIBLE PROJECTS

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions, beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a funding agreement between the Program Manager and the project sponsor. Projects/Programs eligible for funding from revenues generated by this fee are:

1. Implementation of rideshare programs;
2. Purchase or lease of clean fuel buses for school districts and transit operators;
3. Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, signal preemption, bus stop relocation and "smart streets";
5. Implementation of rail-bus integration and regional transit information systems;
6. Implementation of demonstration projects in congestion pricing of highways, bridges and public transit; and in telecommuting (No funds expended pursuant to telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use);
7. Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to light duty vehicles with a gross vehicle weight (GVW) of 10,000 pounds or lighter, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations. Note: Engine repowers are subject to Air District approval on a case-by-case basis;
8. Implementation of smoking vehicles program;
9. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
10. Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies in the Bay Area that are designated as

DRAFT March 2012,

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AB 434 program managers “shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute).” The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 adds a requirement that County Program Managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant Transportation Control Measures and/or Mobile Source Measures in the Air District’s most recently approved strategy(ies) for state and national ozone standards (2010 Clean Air Plan, or CAP), and 4) are not planning or technical studies.

The program funds will be disbursed either through an individual call for projects or in a coordinated call for projects with other funding sources that provide funding for similar projects.

III. COST EFFECTIVENESS

The Air District requires that all proposed and completed projects be evaluated for TFCA cost-effectiveness. The Alameda CTC will measure the effectiveness level of TFCA-funded projects using the TFCA cost of the project divided by an estimate of the total tons of emissions reduced (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller (PM₁₀)) due to the project. These are used to calculate a cost effectiveness number of \$/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total ROG, NOx and weighted PM₁₀ emissions reduced (\$/ton).

IV. GENERAL PROGRAM STRUCTURE

As the overall program manager in Alameda County, the Alameda CTC will be allocated 40% of the funds collected in Alameda County. The Air District will advance these funds to the Alameda CTC in biannual installments each fiscal year.

The 40% funds programmed by the Alameda CTC will be distributed as follows:

- A maximum of 5% of the funds for program implementation and administration annually to the Alameda CTC.
- 70% of the remaining funds to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. City population will be updated annually based on State Department of Finance estimates. 70% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources. The Board may also program against future TFCA programming for projects that are larger than the annual funds available.
- 30% of the funds (discretionary) allocated to transit related projects. All eligible applicants may apply for these funds for transit related projects. 30% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding

sources. The Board may also program against future TFCA programming for projects that are larger than the annual funds available.

A city or the county, with approval from the Alameda CTC Board, may choose to roll its annual “70%” allocation into a future program year. Since all of the available TFCA funds are to be programmed each year, a jurisdiction may borrow against its projected future year share in order to use rolled over funds available in the current year.

With approval from the Alameda CTC Board, a local jurisdiction may request programming of a multi-year project using its current and projected future year share of the 70% funds.

Projects competing for the 30% discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project. Projects will be prioritized based on the total tons of pollutants reduced divided by the TFCA funds invested, as calculated using the Air District guidelines for the regional program. When this calculation is not sufficient to prioritize candidate projects, the Alameda CTC Board may also consider the emissions reductions per total project dollar invested for the project and the matching funds provided by the project sponsor.

Projects will normally be funded only if the TFCA funds requested exceed \$50,000, unless the project sponsor can show special and unusual circumstances to set this limit aside.

V. PROGRAM SCHEDULE

December - February Annual review of Alameda County TFCA Program Guidelines.

January - March A call for projects will be issued by the Alameda CTC.

February - March Alameda CTC adopts resolution endorsing the programming of TFCA funds consistent with the Expenditure Plan Application. Expenditure Plan Application due to Air District.

February - April Project applications due to Alameda CTC.

March - June Review of projects by ACTAC. Draft program reviewed by the PPC and released by the Alameda CTC Board.

April - July ACTAC adopts list of recommended projects and forwards list to Alameda CTC Board. Semi-annual project status reports due to Alameda CTC.

May Alameda CTC submits Semi-annual Report to Air District by May 31st.

September For on-going projects, annual status reports from project sponsors due to the Alameda CTC.

October Alameda CTC submits Annual Report to Air District by October 31st.

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Schedule subject to modification based on schedule changes imposed by the Air District and previous programming actions by the Board.

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VI. APPLICATION PROCESS

Project sponsors shall complete the Alameda CTC TFCA funding application. This can be a single TFCA application or included in coordinated call for projects process that consolidates like fund sources. Please include the following in your application:

- 1. **Partner agencies/organizations:** If the project is sponsored by more than one agency, the applicant shall list the partner agencies, including the point of contact(s).
- 2. **TFCA Funding Category:** The applicant shall indicate whether the funds applied for are from the 70% city/county funds or the 30% transit discretionary funds. Project sponsors may choose to rollover their 70% funds to into a future fiscal year 70% allocation. Project sponsors may also request to reprogram any remaining TFCA funds from previous projects or allocations in their jurisdiction, to the proposed project.
- 3. **Funding Sources/Budget:** Applicants shall include a funding plan listing all funding sources and amounts (including regional 60% TFCA funds and unsecured funds). Applicants shall include a project budget listing the total project cost by phase and cost type.
- 4. **Schedule and Project Milestones:** Applicants shall include project schedule and milestones.
- 5. **Project Data:** Applicants shall submit the requested project-related data necessary to calculate the estimated emissions reductions and cost-effectiveness.
- 6. **Transportation Control Measures (TCM) and Mobile Source Measures (MSM):** Applicants shall list the TCMs and/or MSMs from the Air District’s most recently approved strategy(ies) for state and national ozone standards that are applicable to the project.

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VII. MONITORING REQUIREMENTS

The Air District requires that emissions reduced as a result of each project be calculated twice. The first is an estimate of projected emissions reduction. Sponsors must provide data for this calculation in their application.

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Sponsors must also conduct post-project evaluation and/or surveys (known as the monitoring requirements) as specified in the fund transfer agreement for the project.

Project sponsors shall provide estimates for the cost of collecting the data for the monitoring requirements that are required by the Air District. The cost of the monitoring requirements data collection efforts should not exceed 5% of the total project budget (including both TFCA and non-TFCA funds).

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VIII. INSURANCE REQUIREMENTS

Each Project Sponsor must maintain general liability insurance, workers compensation insurance and additional insurance as appropriate for specific projects, with coverage amounts specified in the project funding agreement, throughout the life of the project.

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This section provides guidance on the insurance coverage and documentation typically required for TFCA Program Manager Fund projects. Note that the Air District reserves the right to specify different types or levels of insurance in the funding agreement. The typical funding agreement requires that each project sponsor provide documentation showing that the project sponsor meets the following requirements for each of its projects.

1. **Liability Insurance** with a limit of not less than \$1,000,000 per occurrence, of the type usual and customary to the business of the Project Sponsor, and to the operation of the vehicles, vessels, engines or equipment operated by the Project Sponsor.
2. **Property Insurance** in an amount of not less than the insurable value of Project Sponsor’s vehicles, vessels, engines or equipment funded under the Agreement, and covering all risks of loss, damage or destruction of such vehicles, vessels, engines or equipment.
3. **Worker’s Compensation Insurance** for construction projects including but not limited to bike/pedestrian paths, bike lanes, smart growth and vehicle infrastructure, as required by California law and employers insurance with a limit not less than \$1 million.

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Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best’s rating of no less than A, VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance. Below is a table listing the types of insurance coverage generally required for each project type. The requirements may differ in specific cases.

County Program Manager Fund Contract Activity	Insurance Required
Vehicle Purchase	Automobile Liability and Automobile Physical Damage
Engine Repowers/Retrofits	Automobile Liability and Automobile Physical Damage
Operation of shuttle from transit hubs to private business and other location	Commercial General Liability, Automobile Liability and Automobile Physical Damage
Transit pass subsidy or commute incentives	None
Transit Marketing Program	Commercial General Liability
Guaranteed Ride Home Program	None
Bicycle facilities including bike paths, bike lanes (either striping and signs or construction of roadway Shoulders), bike routes, bike lockers, and bike racks.	Commercial General Liability, Automobile Liability and Worker’s Compensation

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Insurance Table, continued:

County Program Manager Fund Contract Activity	Insurance Required
Constructing a bike/pedestrian overpass	Commercial General Liability, Automobile Liability and Worker's Compensation
Signal Timing	Commercial General Liability

IX. FUNDING AGREEMENT, REPORTS AND AUDIT REQUIREMENTS

Prior to receiving any reimbursement of funds, project sponsors must execute a fund transfer agreement with the Alameda CTC. The fund transfer agreement includes a description of the project/program to be funded and specifies the terms and conditions for the expenditure of funds, including all audit requirements.

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A contract executed by both the Air District and the Alameda CTC constitutes final approval and obligation for the Air District to fund a project. Costs incurred before the execution of the funding agreement (Air District and Alameda CTC) will not be reimbursed. An executed funding agreement between the Alameda CTC and project sponsor is required before any reimbursements will be made. The funding agreement between the Alameda CTC and project sponsor is to be executed within six months from the date the funding agreement between the Air District and the Alameda CTC is executed. After the six month deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Air District.

Project sponsors will be required to submit bi-annual progress reports to the Alameda CTC which provide project status and itemize the expenditure of funds for each project. Project sponsors are also required to submit a final project report, which includes monitoring requirements, upon completion of the project.

All projects will be subject to a performance audit including project monitoring requirements established by the Air District. Project sponsors will, for the duration of the project/program, and for three (3) years following completion, make available to the Air District or to an independent auditor, all records relating to expenses incurred in implementing the projects.

X. TIMELY IMPLEMENTATION OF PROJECTS AND USE OF FUNDS

The enabling legislation requires project sponsors to encumber and expend funds within two years, unless a time extension has been granted. To ensure the timely implementation of projects and use of funds, the following timelines will be imposed for each program year:

1. Within two months of receipt of funds from the Air District, the Alameda CTC will send out fund transfer agreements to each project sponsor
2. Project sponsors must execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC to ensure that the agreement is executed within six months from the execution of the funding agreement between the Air District and the Alameda CTC. The executed fund transfer agreement must contain an

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expenditure plan for implementation of the project. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Air District.

3. Project sponsors must initiate implementation of a project within three months of the date of receipt of the executed fund transfer agreement from the Alameda CTC, unless an extended schedule has been approved in advance by the Alameda CTC.
4. Funds must be expended within two years from the date of the first receipt of funds by the Alameda CTC from the Air District. The Alameda CTC Board may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Additional schedule extension requests can only be granted with approval from the Air District).
5. Sponsors must submit requests for reimbursement at least once per fiscal year. Requests must be submitted within six (6) months after the end of the fiscal year, defined as the period from July 1 to June 30. All final requests for reimbursement must be submitted no later than the date the Final Project Report is submitted.
6. Sponsors must submit semi-annual progress reports within the period established by the Air District.
7. Sponsors must submit required Final Project Reports (project monitoring reports) within three months of project completion or within three months after the post-project evaluation period as established in the funding agreement.
8. An at risk report will be presented to Alameda CTC Committees throughout the year to advise sponsors of upcoming critical dates and deadlines.

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Any sponsor that does not comply with any of the above requirements within the established time frames will be given written notice from the Alameda CTC that they have 60 days in which to comply. Failure to comply within 60 days will result in the reprogramming of the funds allocated to that project, and the project sponsor will not be permitted to apply for new projects until the sponsor has demonstrated to the Alameda CTC that steps have been taken to avoid future violations of this policy.

XI. REIMBURSEMENT OF FUNDS

Upon execution of a fund transfer agreement, project sponsors may request reimbursement for documented expenses on an approved project. All project costs must be identified in the budget in the approved grant application and conform to the project scope included in attachment A of the TFCA funding agreement. Project sponsors must complete the "Request for Reimbursement of Funds" form attached to the fund transfer agreement for each reimbursement request. All complete requests for reimbursement will be paid within 30 days.

The Request for Reimbursement form must have an original signature by an authorized person, and should be sent to the attention of Alameda CTC's Financial Officer. The form must be accompanied by the following documentation:

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1. **Direct Costs:** Copies of invoices that the project sponsor has paid, including copies of checks evidencing payment that are directly and solely related to implementation of the project. Travel and training costs may be used only if the travel and training are directly related to the implementation of the funded project.
2. **Labor Charges:** Payroll records indicating pay rate, time sheets indicating time worked on project. Hourly labor charges are the sum of the salary paid to an employee plus the cost of fringe benefits provided, expressed on the basis of hours worked.
3. **Indirect Costs:** Indirect costs may be considered eligible for reimbursement with TFCA funds provided the project sponsor requests and justifies the reimbursement in the approved grant application. Sponsor will be required to have an Indirect Cost Rate proposal approved in advance by the Air District. The Air District relies on OMB Circular A-87, Cost Principles for State, Local and Indian Tribal Governments for determining appropriate Indirect Costs for TFCA projects. Sponsor may choose not to charge any indirect costs to a TFCA project. Indirect costs are the reasonable overhead costs incurred in providing a physical place of work and in performing general support services and oversight. Examples include rent, utilities, office supplies, computer, payroll, reproduction, mailroom support staff, and management oversight.
4. **Administrative Costs:** Administrative costs that are reimbursable to a project sponsor are limited to a maximum of 5% of the total TFCA funds received. Administrative project costs include cost associated with entering into a TFCA funding agreement and fulfilling monitoring, reporting and record-keeping requirements, including accounting, annual reporting, invoices and final reports. Administrative costs proposed for reimbursement by TFCA are to be identified in the approved grant application. Sponsor may choose not to charge any administrative costs to a TFCA project.

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Memorandum

DATE: March 14, 2012
TO: Alameda County Transportation Commission
FROM: Program and Projects Committee
SUBJECT: **Approval of State Transportation Improvement Program (STIP) At Risk Report**

Recommendations:

It is recommended the Commission approve the attached STIP At Risk Report, dated February 29, 2012. ACTAC is scheduled to consider this item on March 6th.

Summary:

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

Information:

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

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

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

Attachments:

Attachment A: STIP At Risk Report

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

Status Date: February 29, 2012

Red Zone Projects

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	0016O	ACCMA	I-680 SB HOT Lane Accommodation							
	RIP		\$8,000	Con	07/08	Accept Contract	6/26/12	R	\$8M Allocated 6/26/08 42 -Months App'd by CTC Ext Req Pending	Y
2	0139F	ACCMA	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st							
	RIP-TE		\$350	Con	10/11	Award Contract	4/27/12	R	\$350K Allocated 10/27/11	R
3	2100K	ACCMA	I-880 Landscape/Hardscape Improvements in San Leandro							
	RIP-TE		\$400	PSE	09/10	Complete Expend	6/30/12	R	\$400K Allocated 6/30/10 Ext Req Pending	G
4	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1							
	RIP-TE		\$1,928	Con	10/11	Award Contract	6/15/12	R	\$1,928 Allocated 12/15/11	R
5	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing							
	RIP-TE		\$1,021	Con	10/11	Award Contract	Note 1	R	\$1,021 Allocated 8/11/11 Award scheduled 2/17/12	R
6	2014U	GGBHTD	SF Golden Gate Bridge Barrier							
	RIP		\$12,000	Con	11/12	Allocate Funds	6/30/12	R		G
7	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)							
	RIP		\$4,000	Con	11/12	Allocate Funds	6/30/12	R	Moved to Delivered List at Mar 2011 CTC	G
	RIP		\$1,500	Con	06/07	Final Invoice/Report	NA		Contract Accepted	
8	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD							
	RIP		\$5,990	R/W	07/08	Complete Expend	Note 1	R	\$5.99M Allocated 12/13/07	R
9	2103A	Oakland	Oakland Coliseum TOD							
	RIP-TE		\$885	Con	10/11	Award Contract	Note 1	R	\$885 Allocated 6/23/11	R
10	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A							
	RIP-TE		\$3,000	Con	10/11			G	\$3M Allocated 6/23/11 Transferred to FTA Grant	R
	RIP		\$715	Con	11/12	Award Contract	6/30/12	R	6-mo Ext. appv'd 1/25/12	R

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
11	2009P	BART	Alameda County BART Station Renovation							
	RIP		\$3,000	Con	07/08	Accept Contract	10/30/12	Y	\$3M Allocated 12/11/08 4-Mo Ext App'd June 09	G
	RIP		\$248	PSE	07/08				\$248 Allocated 9/5/07 Expend. Complete	
12	2100E	Oakland	7th St. / West Oakland TOD							
	ARRA-TE		\$1,300	Con	09/10	Accept Contract	9/30/12	Y	\$1,300 Obligated 8/5/09 Contract Awd 2009	G
13	1014	BART	BART Transbay Tube Seismic Retrofit							
	RIP		\$38,000	Con	07/08	Complete Expend	12/31/12	Y	\$38M Allocated 9/5/07 18-Month Ext 6/23/11	G

Green 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
14	2009A RIP	AC Transit \$3,705	Maintenance Facilities Upgrade Con	06/07	Final Invoice/Report	NA	R	\$3,705K Allocated 9/7/06	R
15	2009B RIP	AC Transit \$1,000	SATCOM Expansion Con	06/07	Accept Contract	Note 3	G	\$1,000K Allocated 9/7/06	G
16	2009C RIP	AC Transit \$2,700	Berkeley/Oakland/San Leandro Corridor MIS Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K Allocated 4/26/07	G
17	2009D RIP	AC Transit \$4,500	Bus Component Rehabilitation Con	06/07	Accept Contract	Note 3	G	\$4.5M Allocated 7/20/06	G
18	2009Q RIP	AC Transit \$14,000	Bus Purchase Con	06/07	Accept Contract	Note 3	G	\$14M Allocated 10/12/06	G
19	0044C RIP	ACCMA \$2,000	I-880 Reconstruction, 29th to 23rd PSE	10/11	Complete Expend	6/30/13	G		G
20	0062E RIP	ACCMA \$954	I-80 Integrated Corridor Mobility Env	07/08	Final Invoice/Report		NA	\$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G
21	2179 RIP RIP RIP	ACCMA \$1,993 \$1,948 \$1,947	Planning, Programming and Monitoring ² Con Con Con	12/13 10/11 11/12	Allocate Funds Complete Expend Complete Expend	6/30/13 6/30/13 6/30/14	G G G	 \$1,948 Allocated 7/1/10 \$1,947 Allocated 8/11/11	
22	0081D RIP	ACTA \$9,300	Rte 84 Expressway - Fremont and Union City Con	14/15	Allocate Funds	6/30/15	G		G
23	0016U RIP	ACTIA \$7,315	I-580 Castro Valley I/C Improvements Con	07/08	Final Invoice/Report		NA	Contract Accepted July 2011	G
24	2009N RIP	Alameda \$4,000	Tinker Avenue Extension Con	07/08	Final Invoice/Report		NA	\$4M Allocated 9/25/08 Contract Awd 3/17/09 City desires to use balance on follow on contract	G
25	2009L RIP	Alameda Co. \$4,600	Vasco Road Safety Improvements Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 2/14/08 Contract Awd 7/29/08 Final Billing sub'd 2/14/12	R
26	2100F RIP-TE	Alameda Co. \$1,150	Cherryland/Ashland/Castro Valley Sidewalk Imps. Con	10/11	Accept Contract	11/1/14	G	\$1,150 Allocated 5/12/11 Awarded Nov 2011	R
27	2008B RIP-TE	BART \$954	MacArthur BART renovate & enhance entry plaza Con	10/11				\$954 Allocated 6/23/11 Transferred to FTA Grant	G

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
28	2009Y	BART	Ashby BART Station Concourse/Elevator Imps						
	RIP-TE	\$1,200	Con	07/08	Final Invoice/Report		NA	\$1,200 Allocated 6/26/08	G
29	2103	BART	Oakland Airport Connector						
	RIP	\$20,000	Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
30	2009W	Berkeley	Ashby BART Station Intermodal Imps						
	RIP	\$4,614	Con	07/08	Final Invoice/Report		NA	\$4,614 Allocated 6/26/08	R
	RIP	\$1,500	Con	09/10	Final Invoice/Report		NA	AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09	
31	2140S	LAVTA	Rideo Bus Restoration Project						
	RIP-TE	\$200	Con	10/11	Accept Contract	8/10/14	G	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G
32	2100	MTC	Planning, Programming and Monitoring²						
	RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G		G
	RIP	\$113	Con	10/11	Complete Expend	6/30/13	G	\$113 Allocated 7/1/10	
	RIP	\$114	Con	11/12	Complete Expend	6/30/14	G	\$114 Allocated 8/11/11	
	RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G		
	RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
33	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St						
	RIP-TE	\$193	Con	07/08	Final Invoice/Report			\$193 Allocated 7/26/07	G
34	2110	Union City	Union City Intermodal Station						
	RIP	\$4,600	Con	07/08	Final Invoice			\$4.6M Allocated 9/5/07	G
	RIP	\$720	Con	05/06	Final Invoice			\$720K Allocated 11/9/06	
	RIP-TE	\$5,307	Con	05/06	Final Invoice			\$5,307K Allocated 11/9/06	
	RIP-TE	\$2,000	Con	06/07	Final Invoice			\$2,000K Allocated 11/9/06	
	RIP	\$9,787	Con	06/07	Final Invoice			\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract - Site Imps accepted 11/19/10	

Notes:

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

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 to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

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

Notes:



Memorandum

DATE: March 14, 2012
TO: Alameda County Transportation Commission
FROM: Program and Projects Committee
SUBJECT: **Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report**

Recommendations:

It is recommended the Commission approve the attached Federal STP/CMAQ Program At Risk Report, dated February 29, 2012. ACTAC is scheduled to consider this item on March 6th.

Summary:

The report includes 58 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, for projects programmed with funding in federal FY 2011/12, the deadline to submit the request for authorization was February 1, 2012 and the obligation deadline is April 30, 2012.

The report segregates projects into Red, Yellow, and Green zones. There are no yellow zone projects this report. 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 zone associated with each risk factor is indicated in the report 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 the assigned zone of risk. The Resolution 3606 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: February 29, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
1	ALA090069	Ala County		Alameda County: Rural Roads Pavement Rehab						
		STP	\$1,815	Con	11/12	Obligate Funds	04/30/12	R	RFA Sub'd 2/2/12	R
		STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11	
2	ALA110026	Ala County		Alameda Co - Central Unincorporated Pavement Rehab						
		STP	\$1,071	Con	11/12	Obligate Funds	04/30/12	R	RFA Sub'd 2/2/12	R
		STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11	
3	SRTS1-04-001	Ala County		Fairview Elementary School Vicinity Improvements						
		SRTS	\$508	Con	10/11	Obligate Funds	03/31/12	R	See Note 2	R
						Complete Closeout	03/31/14	G	See Note 2	
		SRTS	\$77	PE	Prior	Liquidate Funds	09/30/13	G	See Note 2	
4	HSIP2-04-024	Ala County		Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements						
		HSIP	\$577	Con	11/12	Obligate Funds	03/31/12	R	See Note 2	R
						Complete Closeout	03/31/14	G	See Note 2	
		HSIP	\$59	PE	Prior	Liquidate Funds	9/31/13	G	See Note 2	
		HSIP	\$63	R/W	Prior	Liquidate Funds	9/31/13	G	See Note 2	
5	HSIP2-04-027	Ala. County		Remove Permanent Obstacle along Shoulder (Foothill Road)						
		HSIP	\$427	Con	10/11	Submit Req for Auth	06/30/12	R	See Note 2	R
						Complete Closeout	09/30/14	G	See Note 2	
		HSIP	\$59		Prior	Liquidate Funds	03/30/14	G	See Note 2	
6	ALA110030	Albany		Albany - Buchanan Bicycle and Pedestrian Path						
		CMAQ	\$1,702	Con	11/12	Submit Req for Auth	Note 1	R		R
						Obligate Funds	04/30/12	R		
7	ALA110007	Berkeley		City of Berkeley Transit Action Plan - TDM						
		CMAQ	\$10	Con	11/12	Obligate Funds	04/30/12	R	Working with Caltrans and MTC to add to PE	R
		CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11	
8	ALA110022	Berkeley		Berkeley - Sacramento St Rehab - Dwight to Ashby						
		STP	\$955	Con	10/11	Submit First Invoice	03/18/12	R	\$955 Obligated 3/18/11	G
						Liquidate Funds	03/18/17	G	Contract Awd 7/19/11	
9	ALA110024	Dublin		Dublin Citywide Street Resurfacing						
		STP	\$547	Con	11/12	Obligate Funds	04/30/12	R	RFA dated 1/30/12	R
10	ALA110034	Dublin		West Dublin BART Golden Gate Drive Streetscape						
		CMAQ	\$580	Con	11/12	Obligate Funds	04/30/12	R	RFA sub'd 2/1/12	R
		CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11	

Page 1 of 6

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount						Req'd By			
		(\$x 1,000)									
11	ALA110012	Fremont	Fremont CBD/Midtown Streetscape								
	CMAQ	\$1,007	Con	11/12	Obligate Funds	04/30/12	R	RFA Submittal Sched 2/1	R		
	CMAQ	\$540	Con	10/11	Submit First Invoice	04/13/12	R	\$540 Obligated 4/13/11			
	CMAQ	\$53	Con	10/11	Submit First Invoice	04/13/12	R	\$53 Obligated 6/13/11			
					Liquidate Funds	04/13/17	G				
12	ALA110018	Fremont	Fremont Various Streets Pavement Rehabilitation								
	STP	\$3,138	Con	10/11	Award Contract	Note 1	R	\$3,138 Obligated 2/22/11	R		
					Submit First Invoice	Note 1	R				
					Liquidate Funds	02/22/17	G				
13	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)								
	HSIP	\$164	Con	11/12	Obligate Funds	03/31/12	R	See Note 2	R		
					Complete Closeout	03/31/14	G	See Note 2			
	HSIP	\$35	Prior		Liquidate Funds	12/31/13	G	See Note 2			
14	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab								
	STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11	R		
					Submit First Invoice	Note 1	R				
					Liquidate Funds	02/23/17	G				
15	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape								
	CMAQ	\$1,682	Con	11/12	Submit Req for Auth	Note 1	R		R		
					Obligate Funds	04/30/12	R	STP/CMAQ Rep shows \$1,540			
	CMAQ	\$536	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11			
16	ALA110013	Livermore	Iron Horse Trail Extension in Downtown Livermore								
	CMAQ	\$1,566	Con	11/12	Submit Req for Auth	Note 1	R		R		
					Obligate Funds	04/30/12	R				
17	ALA110015	Livermore	Livermore Downtown Lighting Retrofit								
	CMAQ	\$176	Con	10/11	Award Contract	Note 1	R	\$176 Obligated 4/4/11	R		
					Submit First Invoice	04/04/12	R				
					Liquidate Funds	04/04/17	G				
18	ALA110023	Livermore	Livermore - 2011 Various Arterials Rehab								
	STP	\$1,028	Con	10/11	Award Contract	Note 1	R	\$1,028 Obligated 3/21/11	R		
					Submit First Invoice	03/21/12	R				
					Liquidate Funds	03/21/17	G				
19	ALA110037	Livermore	Livermore Village Streetscape Infrastructure								
	STP	\$2,500	Con	11/12	Submit Req for Auth	Note 1	R		R		
					Obligate Funds	04/30/12	R				
20	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities								
	STP	\$3,492	Con	11/12	Obligate Funds	04/30/12	R	RFA dated 1/30/12	R		
	STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11			

Red Zone Projects (cont.)

Index	TIP ID	Sponsor		Project Title		Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY					
21	ALA110029	Oakland	\$2,200	Con	11/12	Submit Req for Auth	Note 1	R		R
		CMAQ				Obligate Funds	04/30/12	R		
22	SRTS2-04-007	Oakland	\$802	Con	10/11	Obligate Funds	03/31/12	R	See Note 2	R
		SRTS				Complete Closeout	03/31/14	G	See Note 2	
		SRTS				\$118	PE	Prior	Liquidate Funds	
23	ALA110031	Pleasanton	\$709	Con	11/12	Submit Req for Auth	Note 1	R		R
		CMAQ				Obligate Funds	04/30/12	R		
24	ALA110021	Pleasanton	\$876	Con	10/11	Submit First Invoice	04/14/12	R	\$876 Obligated 4/14/11	G
		STP				Liquidate Funds	04/14/17	G	Contract Awd 6/21/11	
25	ALA110010	Port	\$3,000	Con	11/12	Submit Req for Auth	Note 1	R		R
		CMAQ				Obligate Funds	04/30/12	R		
26	ALA110027	San Leandro	\$4,298	Con	11/12	Submit Req for Auth	Note 1	R		R
		CMAQ				Obligate Funds	04/30/12	R		
		CMAQ				\$312	PE	10/11		
27	ALA110028	Union City	\$860	Con	11/12	Obligate Funds	04/30/12	R	RFA dated 1/6/12 Revised 1/26/12	R
		CMAQ								
28	ALA110036	Union City	\$4,450	Con	10/11	Submit First Invoice	Note 1	R	\$4,450 Obligated 2/2/11 Contract Awd 6/28/11	Y
		CMAQ				Liquidate Funds	02/02/17	G	Inv sched by end of Feb	

Yellow Zone Projects

Index	TIP ID	Sponsor		Project Title		Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY					
29	ALA110016	Newark	\$682	Con	11/12	Advertise Contract	08/17/12	Y	\$682 Obligated 2/17/12	R
		STP				Award Contract	11/17/12	Y		
		Liquidate Funds				02/17/18	G			

Green Zone Projects

Index	TIP ID	Sponsor		Project Title		Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY					
30	ALA110033	ACCMA		Alameda County Safe Routes to School						
		CMAQ	\$2,289	Con	10/11	Liquidate Funds	03/29/17	G	\$2,689 Obligated 3/29/11	G
		STP	\$400	Con	10/11	Liquidate Funds	03/29/17	G	Obligated w/ALA110009	
31	ALA110009	ACCMA		Bikemobile - Bike Repair and Encouragement Vehicle						
		CMAQ	\$500	Con	10/11	Liquidate Funds	03/29/17	G	\$500 Obligated 3/29/11 Obligated w/ALA110033	G
32	ALA110025	Alameda		Alameda - Otis Drive Rehabilitation						
		STP	\$837	Con	10/11	Accept Contract	05/17/14	G	\$837 Obligated 3/8/11	R
						Liquidate Funds	03/08/17	G	Awarded 5/17/11	
33	HSIP4-04-002	Alameda		Shoreline Dr - Westline Dr - Broadway Improvements						
		HSIP	\$348	Con	11/12	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G		
		HSIP	\$68	PE	11/12	Liquidate Funds	07/12/15	G	\$68 Obligated 1/18/12	
34	HSIP4-04-010	Alameda		Park Street Operations Improvements						
		HSIP	\$607	Con	11/12	Submit Req for Auth	01/12/14	G	See Note 2	G
						Complete Closeout	04/12/16	G		
		HSIP	\$126	PE		Liquidate Funds	10/12/15	G	\$126 Obligated 1/18/12	
35	ALA030002	Ala County		Vasco Road Safety Improvements Phase 1A						
		STP	\$2,250	Con	07/08	Liquidate Funds	08/31/16	G	Contract awarded 6/7/11 \$2,250 Obligated 8/31/10	R
36	SRTS1-04-002	Ala County		Marshall Elementary School Vicinity Improvements						
		SRTS	\$450	Con	12/13	Submit Req for Auth	01/01/13	G	See Note 2	G
						Complete Closeout	04/01/15	G	See Note 2	
		SRTS	\$50	PE	Prior	Liquidate Funds	10/01/14	G	See Note 2	
37	H3R1-04-031	Ala County		Patterson Pass Road - PM6.4 Widen or Improve Shoulder						
		HBRR	\$717	Con	12/13	Submit Req for Auth	09/30/13	G	See Note 2	G
						Complete Closeout	12/31/15	G	See Note 2	
		HBRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G	See Note 2	
38	ALA110039	Albany		Albany - Pierce Street Pavement Rehabilitation						
		STP	\$117	Con	10/11	Liquidate Funds	05/02/17	G	1st Inv sub'd 2/24/12 Contract Awd 7/12/11 \$117 Obligated 5/2/11	Y
39	ALA090068	BART		MacArthur BART Plaza Remodel						
		CMAQ	\$626	Con	10/11				\$626 Obligated 3/16/11 Transferred to FTA Grant	G

Green Zone Projects (cont.)

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
40	ALA110032	BART		Downtown Berkeley BART Plaza/Transit Area Imps.						
		CMAQ	\$706	PE	10/11			\$706 Obligated 3/16/11	G	
		CMAQ	\$1,099	Con	10/11			\$1,099 Obligated 3/16/11 Transferred to FTA Grant		
41	ALA110038	BART		BART - West Dublin BART Station Ped Access Imps						
		CMAQ	\$21	PE	10/11			\$21 Obligated 2/2/11	G	
		CMAQ	\$839	Con	10/11			\$839 Obligated 2/2/11 Transferred to FTA Grant		
42	HSIP2-04-018	Fremont		Replace Concrete Poles with Aluminum in Median (Paseo Parkway)						
		HSIP	\$299		Prior	Complete Closeout	03/31/14	G	See Note 2	G
						Liquidate Funds	09/30/13	G	See Note 2	
43	HSIP3-04-005	Fremont		Paseo Padre Parkway - Walnut to Washington - Replace Poles						
		HSIP	\$120	Con	12/13	Obligate Funds	12/01/12	G	RFA dated 1/11/12	G
						Complete Closeout	12/02/14	G	See Note 2	
		HSIP	\$23	PE	Prior	Liquidate Funds	06/02/14	G	See Note 2	
44	HSIP3-04-006	Fremont		Paseo Padre Parkway - Walnut Ave and Argonaut Way						
		HSIP	\$458	Con	12/13	Submit Req for Auth	09/01/12	G	See Note 2	G
						Complete Closeout	12/02/14	G	See Note 2	
		HSIP	\$59		Prior	Liquidate Funds	06/02/14	G	See Note 2	
45	HSIP4-04-020	Fremont		Fremont Blvd / Eggers Dr						
		HSIP	\$275	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G	See Note 2	
			\$41	PE	Prior	Liquidate Funds	07/12/15	G	See Note 2	
46	HSIP4-04-022	Fremont		Fremont Blvd / Alder Ave						
		HSIP	\$348	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G	See Note 2	
			\$43	PE	Prior	Liquidate Funds	07/12/15	G	See Note 2	
47	HSIP2-04-009	Hayward		Carlos Bee Blvd between West Loop Rd and Mission Blvd						
		HSIP	\$725		Prior	Complete Closeout	03/31/14	G	See Note 2	G
						Liquidate Funds	09/30/13	G	See Note 2	
48	ALA110014	Oakland		Oakland - MacArthur Blvd Streetscape						
		CMAQ	\$1,700	Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11 Contract Dated 8/19/11	G
49	HSIP2-04-004	Oakland		West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements						
		HSIP	\$223	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
						Liquidate Funds	03/30/14	G	See Note 2	

Green Zone Projects (cont.)

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone						
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity										
50	HSIP2-04-005	Oakland	HSIP	\$81	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G					
												Various Intersections Pedestrian Improvements	Liquidate Funds	03/30/14	G	See Note 2
51	HSIP4-04-005	Oakland	HSIP	\$416	Con	13/14	Submit Req for Auth	12/13/13	G	Assume no PE Request	G					
												San Pablo Ave - West St - W. Grand Ave Intersections	Complete Closeout	03/13/16	G	See Note 2
52	HSIP4-04-011	Oakland	HSIP	\$485	Con	13/14	Submit Req for Auth	10/11/13	G	Assume no PE Request	G					
												Bancroft Ave - 94th Ave Improvements	Complete Closeout	01/12/16	G	See Note 2
53	HSIP4-04-012	Oakland	HSIP	\$900	Con	13/14	Submit Req for Auth	10/11/13	G	Assume no PE Request	G					
												Hegenberger Rd Intersections	Complete Closeout	01/12/16	G	See Note 2
54	SRTS1-04-014	Oakland	SRTS	\$700	Prior		Complete Closeout	03/31/14	G	See Note 2	G					
												Intersection Improvements at Multiple School (5 Elem. + 1 Middle)	Liquidate Funds	09/30/13	G	See Note 2
55	ALA110020	San Leandro	STP	\$807	Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11 Contract Awd 5/5/11	G					
												San Leandro - Marina Blvd Rehabilitation				
56	HSIP4-04-015	San Leandro	HSIP	\$307	Con	13/14	Submit Req for Auth	01/12/14	G	See Note 2	G					
												Washington Ave / Monterey Blvd	Complete Closeout	04/12/16	G	See Note 2
57	HSIP1-04-001	San Leandro	HSIP	\$409	Prior		Liquidate Funds		NA	Revised FROE 10/25/10	Y					
												Washington Ave - Estabrook St Intersection				
58	ALA110017	Union City	STP	\$861	Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11 Contract Awd 6/14/11	G					
												Union City - Dyer Street Rehabilitation				

Notes:

- 1 MTC Reso 3606 deadline is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity.
- 2 HSIP, SRTS and HRRR projects may have different timely use of funds provisions than the MTC Reso 3606 requirements. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm. For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports, and the Liquidate Funds dates are set to six months prior to the date shown for Complete Closeout shown by Caltrans.

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	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

Other Zone Criteria

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

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

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	
	Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."	Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans. Project Close-out: Within 6 months of final project invoice.

Notes:

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



Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Program and Projects Committee

SUBJECT: Approval of CMA Exchange Program Quarterly Status Monitoring Report

Recommendation:

It is recommended Alameda the Commission approve the CMA Exchange Program Quarterly Status Report, dated February 29, 2012. ACTAC is scheduled to consider this item on March 6th.

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 revenue has been received since the previous status report from October 2011.

Attachments:

Attachment A: CMA Exchange Projects Quarterly Status Report

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CMA Exchange Program - Status Report
February 29, 2012

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 6/30/2011)	Amount to be received	Estimated Payback Date (full amount)	Agreement Status ¹
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 6,378,000	\$ -	Done	E
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 7,531,000	\$ -	\$ 7,531,000	12/31/15	D
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850	\$ -	\$ 1,503,850	6/30/12	D
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	Done	E
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000	\$ 1,147,545	\$ 152,455	12/31/12	E
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E
14	Ex 14	Fremont	Street Overlay - 13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E
16	Ex 21	Fremont	Federal Block Grant LSR Project	STP	\$ 207,900	\$ -	\$ 207,900	12/31/12	N
17	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E
18	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E
19	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 1,813,153	\$ 7,500,847	12/31/12	E
						Totals:	\$ 61,944,028	\$ 16,896,052	

Notes:

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

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Memorandum

DATE: March 13, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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

Recommendation:

It is recommended the Commission approve the TFCA At Risk Report, dated February 29, 2012.

Summary:

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into “Red”, “Yellow”, and “Green” zones based on upcoming project delivery milestones. Due to the timing of the At Risk Report several projects are in the red zone for final reports and invoices with a March 2012 deadline. The remaining projects in the Red Zone require execution of the funding agreement.

Information:

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into “Red”, “Yellow”, and “Green” zones based on upcoming project delivery milestones. For this reporting cycle, there are a total of 35 active projects, 25 of which are listed under the report’s “Green Zone” and do not have required activities due for eight months or more. Of the ten projects in the “Red Zone”, four have FY 11/12 funding agreements that remain to be executed and six have final project reports and final invoices due in March 2012. As noted at the end of the report, four projects have been completed and will be removed from the next report.

Attachments:

Attachment A: TFCA Program Manager Fund At Risk Report

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

Attachment A

Report Date: February 29, 2012

<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>
RED ZONE (Milestone deadline within 4 months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditure deadline Dec '11 Expenditures not complete 2nd Extension approved 10/28/10 FMR Due Mar '12
			\$ 275,405	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 6,403	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditure deadline Dec '11 1st Extension approved 10/28/10 Expenditures not complete FMR Due Mar '12
			\$ 66,500	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditure deadline Dec '11 Expenditures not complete FMR Due Mar '12
			\$ 247,316	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 245,272	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 46,887	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA08	ACCOMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 280,000	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 188,807	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA10	ACCOMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 96,000	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 230,900	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 100,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA07	Hayward	Post-project Monitoring/Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 50,300.00	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,154	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			

TFCA County Program Manager Fund

At Risk Report

Report Date: February 29, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
GREEN ZONE (Milestone deadline beyond 7 months)							
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '12 1st Extension approved 10/28/10 2nd extension approved 10/27/11 Expenditures not complete FMR Due Mar '13
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 231,161	FMR	Mar-13		
			Expend Deadline Met?	12/22/12			
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice received Jan'11 FMR Due Feb '13 (Required 2-year post-project reporting due Feb 2013)
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493	FMR	Feb-13		
			Expend Deadline Met?	12/22/10	Yes		
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '12 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 241,071	FMR	Mar-13		
			Expend Deadline Met?	12/22/12			
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '13 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-13		
			Expend Deadline Met?	01/13/13			
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 110,000	Project Start	Mar-11	Jan-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 46,041	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 210,000	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 90,202	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 166,880	Project Start	Mar-11	Feb-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 90,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			

TFCA County Program Manager Fund

At Risk Report

Report Date: February 29, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
GREEN ZONE (Milestone deadline beyond 7 months), continued							
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 52,000	Project Start	Mar-11	Aug-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA08	AC Transit	TravelChoice-New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 165,000	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 2,583	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 70,677	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 36,994	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 72,299	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 39,204	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 40,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 194,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 256,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 190,000.00	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 125,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			

TFCA County Program Manager Fund

At Risk Report

Report Date: February 29, 2012

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							
11ALA11	Pleasanton	Pleasanton Trip Reduction Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,816	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 59,500	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 245,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda Business Park (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 42,947	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA15	LAVTA	Route 10 - Dublin/ Pleasanton BART to Livermore ACE Station (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 141,542	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
Completed Projects (will be removed from the next monitoring report)							
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Final invoice received FMR received
			\$ 170,000	Project Start	Mar-10	Apr-10	
			TFCA Expended	Final Reimbursement	12/31/13	07/29/11	
			\$ 170,000	FMR	Oct-11	Oct-11	
			Expend Deadline Met?	01/13/12	Yes		
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Final invoice received FMR received
			\$ 96,860	Project Start	Mar-11	Nov-10	
			TFCA Expended	Final Reimbursement	12/31/13	Jan-12	
			\$ 96,860	FMR	Jan-13	Sep-11	
			Expend Deadline Met?	10/28/12	Yes		
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Final invoice received FMR received
			\$ 60,380	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	Jan-12	
			\$ 60,380	FMR	Jan-13	Sep-11	
			Expend Deadline Met?	10/28/12	Yes		
10ALA13	San Leandro	San Leandro Links (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Final invoice received FMR received
			\$ 66,605	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	Jan-12	
			\$ 66,605	FMR	Jan-13	Oct-11	
			Expend Deadline Met?	10/28/12	Yes		

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation.

FMR = Date Final Monitoring Report (Final Project Report) received by Alameda CTC

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



Memorandum

DATE: March 12, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of the Proposition 1B Transit Projects for the Cycle 3 Lifeline Transportation Program

Recommendation

It is recommended the Commission approve the projects proposed for Proposition 1B Transit funding through the Cycle 3 Lifeline Transportation Program.

Summary

Through the Cycle 3 Lifeline Transportation Program, MTC is distributing Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA), or Proposition 1B Transit funds, approximately \$46 million region wide, directly to transit operators. This revised process for Cycle 3 streamlines program administration by recognizing Proposition 1B funding eligibility limitations. Prior to submitting a complete Proposition 1B allocation request to MTC by April 11, 2012, transit operators are required to obtain concurrence from the county's Lifeline Program Administrator (the Alameda CTC), for the proposed projects. The proposed projects from AC Transit, BART, and LAVTA are summarized in Attachment A and include the amount requested and an explanation of how the project is consistent with the Lifeline Program.

Information

MTC's Cycle 3 Lifeline Transportation Program distributes Proposition 1B Transit funding based on a formula with half of the funds according to the transit operators' share of the regional low-income ridership and half of the funds according to the transit operators' share of the regional low-income population. The formula distribution is shown in Table C of the MTC Lifeline Transportation Program Guidelines (Attachment B). Transit operators may program funds to capital projects that are consistent with the Lifeline Program and goals, and are eligible for and meet the requirements of the Proposition 1B Transit funding (including a 20% local match requirement). Caltrans requires that Proposition 1B Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), or be accompanied by a certified Board Resolution from the project sponsor's governing board. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds and may be

subject to reporting requirements established in the adoption of the overall Alameda County Lifeline Program in May 2012.

Project sponsors proposing projects for Proposition 1B funds are requested to submit an allocation request to MTC by March 31, 2012 and no later than April 11, 2012. The state will distribute Proposition 1B Transit funds directly to the project sponsor. Although the Proposition 1B Transit Program is intended to provide the funds in advance of project delivery, actual disbursement of funds is dependent on the State budget and State bond sales.

Union City Transit is technically also an eligible recipient of Proposition 1B funding, though due to the small amount of the resultant funding, it was not allocated funding through the MTC formula for the program. Union City Transit has submitted an application for the discretionary portion of the Cycle 3 Lifeline Program (Approximately \$9.5 million in discretionary funding is available for Alameda County).

Equity

Each multi-county sponsor provided the percent of its total service area located in Alameda County along with the total % of its Lifeline Proposition 1B Transit funding allocation for Alameda County projects. For BART, Alameda County has 44% of its total service area and about 45% of its Lifeline Proposition 1B Transit allocation. For AC Transit, Alameda County has 88% of its total service area and about 90% of its Lifeline Proposition 1B Transit allocation.

Attachments

Attachment A: Projects proposed for Lifeline Proposition 1B Transit Funding

Attachment B: Cover letters from Proposition 1B Transit Applicants

Attachment C: Table C from MTC's Third Cycle Lifeline Transportation Program Guidelines

Cycle 3 Lifeline Transportation Program - Proposition 1B Transit Funding Requests for Alameda County

PROJECT INFO								
Index	Project Sponsor	Project Title	Project Description	Prop. 1B eligible plan:	Total Project Cost	Lifeline Prop 1B Request	Local Match	Local Match %
1	LAVTA	Bus Stop Repair and Upgrade	Repair and upgrade of existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	LAVTA SRTP	\$ 301,137	\$ 240,910	\$ 60,227	20%
How Project is consistent with the goals of the Lifeline Program: According to a 2007 ridership study 41% of riders report a household income below \$15,000. For riders that depend on transit as a sole mode of transportation, this rises to 58%. The Bus Stop Repair and Upgrade project improves existing bus stop facilities throughout the service area. LAVTA's justification is derived from demographic data rather than geographic. Although only a small portion of the total service area qualifies as low-income, multiple ridership surveys have confirmed that LAVTA ridership is predominately low-income. The project is consistent with the LAVTA Bus Stop and Shelter Program, included in the LAVTA SRTP.					LAVTA Total:	\$ 301,137	\$ 240,910	\$ 60,227
2	BART	Electronic Bike Lockers	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	BART Board adopted 2008 Capital Improvement Program (CIP).	\$ 65,000	\$ 52,000	\$ 13,000	20%
How Project is consistent with the goals of the Lifeline Program: In 2004, BART conducted an Environmental Justice Access to BART study and outreach sessions to assess potential BART ridership and to identify key barriers that limit BART use by Oakland Chinatown residents, employees, merchants, and visitors. The Study revealed that distance to the Lake Merritt BART station is a barrier to using BART for some residents. Most residents walk rather than drive. Bike facilities could encourage more transit usage and secure bike facilities are important issues for bike riders. Secure bike lockers were mentioned in CBTPs for Central Alameda County, West Oakland, South and West Berkeley, Pittsburg-Bay Point, and the Environmental Justice Access to BART Study. In a 2011 survey conducted as part of the update of BART's Bicycle Access and Bicycle Parking plan, bike lockers were identified as the second most preferred type of bike parking, after bike stations. In that same survey, the lack of secure, covered bike parking was identified as the top variable that BART controls, as opposed to variables like living too far from the station, that would encourage more cycling to BART stations.					LAVTA Total:	\$ 301,137	\$ 240,910	\$ 60,227
3	BART	Wayfinding/Real-Time Arrival	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival, wayfinding and signage at street level with secondary language; AC Transit service and destination maps; exit directories identifying local landmarks, cultural and civic facilities. Projects at Lake Merritt, Hayward, DT Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair stations.	BART Board adopted 2008 Capital Improvement Program (CIP).	\$ 4,444,700	\$ 3,545,360	\$ 899,340	20%
How Project is consistent with the goals of the Lifeline Program: Community-Based Transportation Plans (CBTP) for Central and East Oakland, South and West Berkeley, Hayward, Pittsburg-Bay Point, Mission-Geneva, and Tenderloin/Little Saigon identified multilingual transit information and real-time arrival information at stations as important amenities. A need was identified for bilingual wayfinding, directional, and information signs. All stations are within a half-mile radius of "Community of Concern".					LAVTA Total:	\$ 301,137	\$ 240,910	\$ 60,227
4	BART	Districtwide Bus Shelters - Five BART stations	Bus shelters at BART stations for ADA patrons. Five Locations to be determined. May include locations outside Alameda County.	BART Board adopted 2008 Capital Improvement Program (CIP).	\$ 125,000	\$ 100,000	\$ 25,000	20%
How Project is consistent with the goals of the Lifeline Program: Several CBTPs identified bus shelters as a key amenity at BART stations. These shelters will be located at specific BART stations (all within Communities of Concern) that have shelters for regular bus patrons, but not for those transferring between ADA systems.					LAVTA Total:	\$ 301,137	\$ 240,910	\$ 60,227
5	AC Transit	San Leandro BART Station Terminus	This project would make street and BART station geometric improvements, add bus staging, and real time signage at the San Leandro BART Station.	AC Transit's 2010 Short Range Transit Plan; and MTC's Regional Transportation Plan 'Transportation 2035 Plan'	\$ 4,250,000	\$ 2,703,487	\$ 1,546,513	36%
How Project is consistent with the goals of the Lifeline Program: This project augments the East Bay Bus Rapid Transit project and would improve public transportation in Communities of Concern in Ashland/Cherryland/San Leandro area by improving speeds, improving station access, passenger amenities, and provide real time bus arrival information. The San Leandro Terminus will serve as an intermodal transfer station where BRT buses will operate to provide easy transit access to riders in coordination with the BART system.					BART Total:	\$ 4,634,700	\$ 3,697,360	\$ 937,340

Cycle 3 Lifeline Transportation Program - Proposition 1B Transit Funding Requests for Alameda County

PROJECT INFO									
Index	Project Sponsor	Project Title	Project Description	Prop. 1B eligible plan:	Total Project Cost	Lifeline Prop 1B Request	Local Match	Local Match %	
6	AC Transit	Internal Text Messaging Signs	This project includes purchase and installation of text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	AC Transit's 2010 Short Range Transit Plan; and Community Based Transportation Plans for Alameda, South and West Berkeley; Richmond.	\$ 2,100,000	\$ 500,000	\$ 1,600,000	76%	
			How Project is consistent with the goals of the Lifeline Program: This project meets the criteria of providing more comprehensive information about AC Transit service on buses as discussed in multiple CBTPs to improve transit information for hearing impaired and elderly riders in accordance with the MTC Coordinated Public Transit Human Services Transportation Plan "Coordinated Plan"/Elderly and Disabled Component, December, 2007.						
7	AC Transit	Contra Costa College Transit Center	This project includes pavement and shelter improvements at Contra Costa College Transit Center.	AC Transit's 2010 Short Range Transit Plan; and Community Based Transportation Plans for Richmond area.	\$ 200,000	\$ 160,000	\$ 40,000	20%	
			How Project is consistent with the goals of the Lifeline Program: This project is aligned with the AC Transit Bus Shelter Program strategy in the Richmond Community Based Transportation Plan. The project enhances comfort of transit patrons and convenience of transit use and consequently will encourage more people to use transit.						
8	AC Transit	Diesel-Electric Hybrid Articulated Buses for Rapid Service	This project entails procurement of (39) 60' diesel-electric hybrid articulated buses for rapid service.	AC Transit's 2010 Short Range Transit Plan; and Community Based Transportation Plans for Alameda, South and West Berkeley; Richmond).	\$ 39,000,000	\$ 5,040,000	\$ 33,960,000	87%	
			How Project is consistent with the goals of the Lifeline Program: A newer fleet will ensure improved AC Transit Bus Service in Communities of Concern. Also, newer diesel-electric hybrid buses will provide clean air and improved air quality to riders and the communities that AC Transit services.						
					AC Transit Total:	\$ 45,550,000	\$ 8,403,487	\$ 37,146,513	
					Grand Total:	\$ 50,485,837	\$ 12,341,757	\$ 38,144,080	



Livermore Amador Valley Transit Authority

February 17, 2012

Matt Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway, Suites 220 &300
Oakland, CA 94612

RE: Proposition 1 B Lifeline Project Concurrence

Mr. Todd:

Please find enclosed Livermore Amador Valley Transit Authority's (LAVT A) Request for Proposition 1 B Lifeline funds.

LAVT A is seeking Section 1 B funding to implement bus stop repair, rehabilitation and modernization improvements. These improvements will include shelters, furniture, lighting, and curbs and gutters. LAVTA's ridership is predominately comprised of low and very low income individuals. This holds true across all active routes running throughout the service area. It is therefore necessary to focus on projects that serve low income riders where they travel, as well as where they live.

The total project cost for three years (2011, 2012 and 2013) is \$301,137 of which, \$240,910 is being requested from 1 B Lifeline funds. LAVT A will use \$60,227 from the Local Transportation Funds (TDA 4.0) as its local match. We strongly encourage concurrence and approval of this application to afford LAVTA the opportunity to improve and provide better transportation solutions to meet the mobility needs of low income individuals throughout the Tri-Valley

Please feel free to contact me at 925-455-7561 if you have any questions and/or concerns.

Sincerely,

Joe Whitaker
Grants Analyst

A handwritten signature in red ink that reads 'Joe Whitaker'.

Enclosure: One (1) Proposition 1 B Application Spreadsheet



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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

February 17, 2012

2012

John McPartland
PRESIDENT

Tom Radulovich
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Art Dao, Executive Director
Alameda County Transportation Commission
1333 Broadway Street, Suite 200
Oakland, CA 94612

Re: BART's List of Lifeline Projects in Alameda County

Dear Art:

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Bob Franklin
3RD DISTRICT

Robert Raburn
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

The Metropolitan Transportation Commission (MTC) recently announced its plan for the allocation of its Third Cycle Lifeline Transportation Program funds. The Lifeline program is intended to fund projects that will result in improved mobility for low-income residents of the San Francisco Bay Area.

For this funding cycle, MTC is instituting a two-pronged approach. First, MTC will assign funds to each county Congestion Management Agency (CMA) based on the county's share of the regional poverty population. Lifeline Program Administrators at each CMA will conduct a competitive process to determine which eligible projects will receive funding.

Second, Proposition 1B funds will be allocated directly to each transit operator based on a formula that distributes half of the funds according to the transit operators' share of the regional low-income ridership and half of the funds according to the transit operators' share of the regional low-income population. Under this formula, BART will receive \$8,173,010, covering a three-year cycle (FY 2011-FY 2013). Proposition 1B funds can only be used for capital projects, and MTC has imposed a 20% local match as a program requirement. With this letter, we are requesting your concurrence on our list of projects in Alameda County.

The attached list of projects that BART is proposing for implementation in Alameda County was identified through various environmental justice and community-based planning efforts. The total dollar amount of \$3,597,360 (excluding Districtwide projects) in Prop 1B Lifeline funds to be allocated to Alameda County represents 44% of the funds available to BART in the three-county BART district, and including northern San Mateo County.

BART staff used an extensive internal and external process to develop the attached proposed list of projects including consultation with various BART departments as well as with city partners and other transit operators. BART staff also reviewed past Community-Based Transportation Plans and other environmental justice and Title VI Planning and outreach efforts. Projects that were not identified through a CBPT or other outreach process, or were at stations that are not within a half-mile radius of a "Community of Concern" were not considered for funding through this program.

February 7, 2012

Page 2

We are very excited to have this opportunity to make improvements at these BART stations that will benefit low income residents of Alameda County, and hope ACTC will concur with our request for these funds. Please feel free to contact me, or Donna Lee at (510) 464-6282, if you have any questions or concerns.

Sincerely,



Carter Mau, Executive Manager
Office of Planning and Budget

Attachment



Alameda-Contra Costa Transit District

February 15, 2011

Matt Todd,
Program Manager
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

RE: Request for Lifeline Cycle III Proposition 1B Funds

Dear Matt,

This is to request concurrence from Alameda County Transportation Commission for AC Transit capital projects identified for Lifeline Cycle III Proposition 1B funds – 1) Contra Costa Transit Center Improvements; 2) Internal Text Messaging Signs; 3) Diesel-Electric Hybrid Articulated buses for rapid service; and 4) San Leandro BART Station Terminus. Details on each project are provided in the attached spreadsheet. These projects are consistent with the goals of the Lifeline Transportation Program (LTP) to address the mobility needs of low-income residents of the Bay Area.

All proposed projects are eligible for Proposition 1B funds and build a nexus with the solutions and strategies outlined in the Community Based Transportation Plans in AC Transit service area, and or other eligible plans mentioned in the program guidelines. Additionally, all proposed projects are consistent with AC Transit's 2010 Short Range Transit Plan.

We thank you for your concurrence for AC Transit's request for Lifeline Cycle III Proposition 1B funds. Please do not hesitate to contact me should any additional information be required.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kate Miller', with a long horizontal flourish extending to the right.

Kate Miller
Manager,
Capital Development, Legislation & Grants

Enclosures

Table B – Estimated Funding Target by Fund Source per County

County & Share of Regional Low Income Population	FY2011		FY2012		FY2013		Total
	STA ¹	JARC ²	STA	JARC ²	STA	STP ³	
Alameda	23.7%	685,806	2,653,456	685,806	2,708,899	2,130,539	9,550,312
Contra Costa	13.4%	387,331	1,498,625	387,331	1,529,939	1,203,291	5,393,849
Marin	2.6%	75,235	291,094	75,235	297,176	233,728	1,047,704
Napa	2.2%	-	245,095	-	250,216	196,794	692,105
San Francisco	13.1%	378,258	1,463,520	378,258	1,494,100	1,175,104	5,267,499
San Mateo	7.6%	218,838	846,709	218,838	864,401	679,848	3,047,472
Santa Clara	23.7%	561,175	2,650,265	561,175	2,705,643	2,127,977	9,167,409
Solano	5.8%	-	649,332	-	662,900	521,368	1,833,601
Sonoma	7.8%	127,873	875,465	127,873	893,757	702,937	2,855,777
MTC - Means-Based Discount Project		-	500,000	-	500,000	-	1,000,000
MTC - Admin, Planning, Technical Assistance ²		128,132	-	128,132	-	-	384,397
Total	100.0%	2,562,648	11,673,561	2,562,648	11,907,032	2,562,648	40,240,123

(1) FY2011 STA Funds were programmed in Cycle 2

(2) Consistent with federal JARC guidance, MTC will set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance

(3) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants). Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references to "STP" should be considered as "STP or CMAQ."

Table C – Estimated Funding Target for Proposition 1B Transit Funds per Transit Operator and County

Transit Operator & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income Population) ²	Prop 1B ¹		Total
	FY2011	FY2012	
AC Transit	8,403,487	-	8,403,487
BART	8,173,010	-	8,173,010
County Connection (CCCTA)	484,534	-	484,534
Golden Gate Transit/Marin Transit	1,477,729	-	1,477,729
Wheels (LAVTA)	240,910	-	240,910
Muni (SFMTA)	11,723,430	-	11,723,430
SamTrans	2,272,697	-	2,272,697
Tri Delta Transit (ECCTA)	327,019	-	327,019
VINE (NCTPA)	597,647	-	597,647
VTA	9,186,049	-	9,186,049
WestCat (WCCTA)	147,335	-	147,335
Solano County Operators	1,547,328	-	1,547,328
Sonoma County Operators	1,938,791	-	1,938,791
Total	46,519,967	-	46,519,967

(1) FY2011 Prop 1B appropriations represent three years of funding.

(2) Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

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Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of STIP Expenditure Deadline Extension for Alameda CTC's I-680 Express Lane Project**

Recommendation

It is recommended the Commission approve the request for a 12-month time extension to the STIP-RIP expenditure deadline for the Sunol Southbound 680 HOT Lane Accommodation (aka I-680 Express Lane) project. The Alameda CTC is requesting an extension from June 30, 2012 to June 30, 2013. ACTAC is scheduled to consider this item on March 6, 2012.

Summary

The Alameda CTC requests a 12-month time extension to the STIP expenditure deadline from June 30, 2012 to June 30, 2013 for \$8,000,000 of STIP, allocated in June 2008, for the construction phase of the project. The total cost of the project is estimated at \$29.8 million. A draft extension request is attached.

Background

The STIP timely use of funds provisions enacted by SB 45 are intended to encourage local and regional agencies to accurately program, monitor and deliver STIP projects in a timely manner. Per the STIP Guidelines, the CTC may grant a one-time extension to each of the allocation, expenditure, award (which includes FTA transfer), and completion deadlines only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

This AB 2032 authorized High Occupancy Toll (HOT) project is first of its kind implemented in the northern California and a demonstration project for future implementation of similar projects throughout the state. In December 2008, at the time of project award the agency anticipated that the final system acceptance would occur in late 2010/early 2011, which is still incomplete. Upon accepting the system, the agency was planning on spending the next 12 to 18 months to fine tune the system operations to minimize system wide errors, revenue loss and toll violations. Due to the "pilot" nature of the project, the need to fine tune the system following the initial launch was anticipated, however the specifics of the "fine tuning" could not be determined at the time of award to maximize operations and efficiencies by improving the reliance of the system and minimizing toll violations.

Through continued testing and observations it is determined that 1) the newly installed communication system has system wide gaps and/or failures at times due to loss of power for the wireless communication network and 2) the vehicle toll violation detection system, installed as part of the initial design is inadequate to capture most of the toll violations, which is estimated at 20%.

The above referenced issues weren't foreseen at the time of the award, and it is necessary to implement these additional HOT project elements to make this "pilot" project fully operational and successful. Therefore, a 12-month time extension is warranted.

The time extension request for the \$8,000,000 STIP funding is proposed for consideration at the April 25-26, 2012 CTC meeting. MTC requires Alameda CTC concurrence for all STIP extension requests.

Attachments

Attachment A: Draft STIP Time Extension Request

**REQUEST FOR TIME EXTENSION
LOCAL STIP PROJECTS**

Local Agency Letterhead

To: Ms. Sylvia Fung, Chief
District 4 Local Assistance Engineer
Caltrans, Office of Local Assistance
111 Grand Avenue
Oakland, CA 94612

Date : March 2, 2012

PPNO:04-00160

PROJECT #: _____

EA: 2A4721

Sunol Southbound 680 HOT Lane Accommodation
On Interstate 680 from Route 237 to
Route 84.

Assembly District: _____

Senate District: _____

Dear Ms Fung:

We request that the California Transportation Commission (CTC) approve a request for a time extension for this project.

A. Project description:

This Intelligent Transportation Project will maximize the efficiency of Route 680, encourages the use of buses and carpools, implement an HOV/HOT lane to create an alternative mechanism for financing transportation projects per AB 2032, and reduces traffic congestion along southbound Route 680 during morning commute hours

Programmed STIP_TE Funding Level by phase (X \$1,000):

Phase	FY 2007/08	Total
Construction	\$8,000,000	\$8,000,000
Total	\$8,000,000	\$8,000,000

B. Project element for which extension requested: (check appropriate box)

Allocation* Expenditure Award Completion
(contract acceptance)

C. Phase (component) of project: (check appropriate box or boxes)

Environmental Studies & Permits Plans, Specs. & Estimate Right of Way Construction*

D. Allocation and deadline summary

Allocation Date By Phase (if applicable)	Allocated Amount By Phase (if applicable)	Original Deadline	Number of Months of Extension Requested	Extended Deadline
6/26/2008	\$8,000,000	6/11/2012	12	6/11/2013

E. Reason for project delay

This AB 2032 authorized High Occupancy Toll (HOT) project is first of its kind implemented in the northern California and a demonstration project for future implementation of similar projects throughout the state. The initial contract was awarded on December 11, 2008 for the contractor to design and implement HOT components by converting an existing High Occupancy Vehicle (HOV) lane. The final Site/System Acceptance Test (SAT) was performed in January 2011, almost a year later than initially planned and the contractor began to trouble shoot system wide issues identified via the SAT. A year passed by since the SAT was performed, the final system acceptance has yet to be accomplished, even though the baseline schedule assumed a late 2010/ early 2011 final system acceptance.

Through continued testing and observations it is determined that 1) the newly installed communication system has system wide gaps and/or failures at times due to loss of power for the wireless communication network and 2) the vehicle toll violation detection system, installed as part of the initial design is inadequate to capture most of the toll violations, which is estimated at 20%. Due to the “pilot” nature of the project, the need to fine tune the system following the initial launch was anticipated, however the specifics of the “fine tuning” could not be determined at the time of award to maximize operations and efficiencies, by improving the reliance of the system and minimizing toll violations.

The local agency staff began working with Caltrans, Metropolitan Transportation Commission and FHWA to devise a plan to implement these “fine tuning” to make the system more reliable. The proposed additional tweaking includes installation of fiber optics to provide back bone for the communication network and installation of additional cameras to enforce an automated violation detection/enforcement.

The above referenced issues weren’t foreseen at the time of the award, and it is necessary to implement these additional HOT project elements to make this demonstration project fully operational and successful. The fiber optics installation will require longitudinal trenching adjacent to freeway shoulders that will endure environmental review and evaluation for variance to longitudinal utility encroachment policy by the state. Therefore, a 12-month time extension is warranted.

F. Status of project milestones/revised project milestones

1) Construction:

Construction Award – December 2008.

CCA – June 2013.

G. Timely Use of Funds

We request that the CTC approve this request at the April 25- 26, 2012 meeting.

H. Local Agency Certification:

This Request for Time Extension has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the time extension has been approved. You may direct any questions to

_____ at _____
(name) (phone number)

Signature _____ Title: _____ Date: _____

Agency/Commission: _____

I. Regional Transportation Planning Agency/County Transportation Commission Concurrence:

Concurred

Signature _____ Title: _____ Date: _____

Agency/CTC _____

J. Caltrans District Local Assistance Engineer Acceptance:

I have reviewed the information submitted on the Request for Time Extension and agree it is complete and has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program*.

Signature _____ Title: _____ Date: _____

Attachments:

Distribution: (1) Original -DLAE (2) Copy- Division of Local Assistance, STIP Coordinator
(3) Copy - RTPA/County Transportation

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Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: I-880 Southbound HOV Project, South Segment – Authorization to Enter into a Construction Cooperative Agreement with California Department of Transportation

Recommendations

It is recommended that the Commission authorize the Executive Director to enter into a Construction Cooperative Agreement with the California Department of Transportation (Caltrans) in regards to the construction phase of the I-880 Southbound HOV Lane South Segment Project.

Discussion

The I-880 Southbound HOV project will extend the existing southbound High Occupancy Vehicle (HOV) lane from its current beginning point just south of Marina Boulevard to the Hegenberger Road. The I-880 HOV project has been split into two segments, South and North. Two smaller segments are expected to draw a larger pool of bidders with the potential of more competitive construction bidding. The South Segment extends from just south of Marina Boulevard to Davis Street and the North Segment extends from Davis Street to Hegenberger Road. This project will reduce travel time and relieve congestion by encouraging the use of the HOV lane. The subject cooperative agreement is for the South Segment. The total project cost for the South Segment is \$69,432,00 which is funded from the Statewide Proposition 1B bond funds (\$58.6M), local CMA TIP, Measure B and federal funds (\$10.832M).

The total construction cost of this project is \$59,520,000, which is funded from Proposition 1B bond funds (\$58,600,000) and local funds (\$920,000). The City of San Leandro is contributing \$1.149M for PS&E (\$146,000), Right of Way (\$83,000) and Construction (\$920,000) phases of their I-880/Davis Street Interchange and Westgate/Davis Street Project to improve traffic operations and increase safety at the interchange and respective intersections. The HOV improvements and Westgate/Davis Street improvements have been combined into one construction contract. The

project is in the final stages of PS&E and right of way acquisition and the construction contract is expected to be advertised in June 2012.

Caltrans will advertise, award and administer the construction contract. This Cooperative Agreement is necessary between the Alameda CTC and Caltrans to cover funding and other roles & responsibilities during the construction phase of the project. Staff is recommending that the Commission authorize the Executive Director to enter into the construction phase Cooperative Agreement with Caltrans.

Fiscal Impacts

The Revenues and costs associated with this project will be funded through the State Infrastructure Bond Program (Proposition 1B) and funding contributed by the City of San Leandro. A Memorandum of Understanding has already been executed between the City of San Leandro and Alameda CTC to address the local funds.



Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FFROM: Programs and Projects Committee

SUBJECT: **I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Execute a Contract with Delcan Corporation for System Integrator Services.**

Recommendations

It is recommended the Commission authorize the Executive Director to execute a contract with Delcan Corporation for the System Integrator Services for the Interstate 80 (I-80) ICM Project. The recommended contract amount will be presented to the Committee at the meeting.

Background

The I-80 ICM Project will reduce congestion and delays in the 20-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects in order to stage the delivery of contracts, take advantage of the good construction bidding climate of recent years, and minimize project delivery risk to these projects by narrowing each of the contract scope. The seven sub-projects are as follows:

- Project #1: Software & Systems Integration
- Project #2: Specialty Material Procurement
- Project #3: Traffic Operations Systems (TOS)
- Project #4: Adaptive Ramp Metering (ARM)
- Project #5: Active Traffic Management (ATM)
- Project #6: San Pablo Corridor Arterial and Transit Improvement Project
- Project #7: Richmond Parkway Transit Center

Alameda CTC staff has been working very closely with the California Transportation Commission (CTC) and Caltrans on the delivery of this regionally significant project. As the result of this partnership, CTC has allocated State Bond funds to implement Project Nos. 1, 3, and 6. Under an agreement with Caltrans, the Alameda CTC is responsible for the construction, administration, and management of Project Nos. 1, 2, 3, and 6. Implementation of Project Nos. 1 and 6 requires Software and System Integration services to integrate the functions of various devices installed under other sub-projects of I-80 ICM Project.

In September 2011, an RFP was issued to invite proposals from qualified firms to provide System Integration Services. A mandatory pre-proposal meeting was held on October 26, 2011. The meeting was attended by seventeen (17) firms. Proposals were received from two firms—ICx Transportation and Delcan Corporation. A consultant selection panel comprising of representatives from stakeholder agencies reviewed the proposals. Interviews were conducted in mid-January and the panel unanimously ranked Delcan as the top-ranking firm. Staff has conducted negotiations with Delcan utilizing a Best and Final Offer process.

Staff is recommending that the Commission authorize the Executive Director to execute a contract with Delcan to provide System Integrator services for both phase 1 and phase 2 of the I-80 ICM Project. Staff will report the recommended contract amount to Committee at the meeting.

Fiscal Impacts:

The revenues and costs associated with this project will be funded through the State Infrastructure Bond Program (Proposition 1B) and are included in the approved Alameda CTC budget.



Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-580 Eastbound Express (HOT) Lane Project –
Approval of Amendment No. 1 to Extend the Expiration Date of the Contract
with Solem & Associates to Provide Public Education and Marketing
Services**

Recommendation

It is recommended that the Commission approve Amendment No. 1 to Contract A08-030 with Solem & Associates to extend the contract expiration date to September 30, 2012. Solem & Associates is providing public education and marketing services for the I-580 Eastbound Express (HOT) Lane Project.

Approval of the contract extension will not increase the contract budget and will have no fiscal impact.

Summary

As a part of the project to construct express lanes on eastbound I-580 between Hacienda Drive and Greenville Rd, the Alameda County CMA entered into an agreement with Solem & Associates for public education and marketing services. Due to difficulties in obtaining approval for the double express lane footprint, the project delivery schedule was delayed. The draft environmental document has now been submitted to Caltrans for review, and it is anticipated that the environmental phase will be completed in spring of 2012. Approval of a contract extension will allow for coordination of the public meeting required to complete the environmental phase.

Discussion/Background

On May 12, 2009, the CMA executed an agreement with Solem & Associates to provide public education and marketing services for the I-580 Eastbound Express (HOT) Lane project. This contract expired on September 30, 2011, with a maximum budget of \$149,160. There is currently about \$46,600 remaining in the contract.

The contract tasks include developing a public education and marketing plan, coordinating a public meeting, branding and marketing, and media relations, with the latter tasks continuing through completion of the project. However, the project schedule has been delayed. The project scope originally included a single express lane in the eastbound direction. Based on feasibility studies, it was determined that a double lane express facility would be supported in the corridor.

There were significant delays in getting approval for the double express lane footprint, which has affected the delivery schedule.

The draft environmental document was submitted to Caltrans for review in February 2012, and it is anticipated that the environmental phase will be completed in spring of 2012. Approval of a contract extension will allow for coordination of the public meeting required to complete the environmental phase. As project construction is not anticipated to start until 2014, this contract would end after completion of the environmental phase.

Fiscal Impact

Approval of the requested action will have no impact on the approved Alameda CTC budget. This action will extend contract time only.



Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Telegraph Avenue Corridor Transit Project (ACTIA No. 07A) - Approval of Deadline Extension for Environmental Clearance**

Recommendations

It is recommended that the Commission approve the following action related to the Telegraph Avenue Corridor Transit Project (ACTIA No. 07A):

- Approve a one-year extension to the Environmental Clearance Deadline from March 30, 2012 to March 31, 2013.

Summary

The Telegraph Avenue Corridor Transit Project (ACTIA 07A) is one the 27 capital projects included in the 2000 Measure B Expenditure Plan. The project is currently in the Preliminary Engineering/ Environmental Studies phase and is being implemented by AC Transit.

The 2000 Measure B Transportation Expenditure Plan, approved by the voters in 2000, includes a set of “Implementing Guidelines” for the administration of the Measure B funding for capital projects. Those guidelines include a deadline requirement for each Measure B capital project to secure environmental approval and full funding in a timely manner. The guidelines also include a provision for project sponsors to appeal to the Alameda CTC for one or more one-year extensions to one or both of the deadlines.

AC Transit has requested a one-year extension to the Environmental Clearance Deadline for the Telegraph Avenue Corridor Transit Project (ACTIA 07A). The request extends the deadline from March 31, 2012 to March 31, 2013.

A summary of the current environmental approvals and full funding deadlines for projects with approved extensions is provided in Table 1 below. The recommended extension is noted in the table.

Table 1: Summary of Current Environmental Clearance and Full Funding Deadlines for Projects with Approved Extensions				
ACTIA Project No.	Project Name	Sponsor	Board Approved Extensions	
			Environmental Clearance Deadline	Full Funding Deadline
ACTIA 07A	Telegraph Avenue Corridor Bus Rapid Transit	AC Transit	3/31/2012 (Requesting one-year extension to 3/31/2013)	NA
ACTIA 25	Dumbarton Corridor Improvements	SMCTA	3/31/2013	3/31/2013

In January 2012, the Alameda CTC approved an allocation of \$3.128 million and an amendment to the Project Specific Funding Agreement with AC Transit for the Preliminary Engineering / Environmental Studies phase (ACTIA PSFA No. A05-0005). The approved PSFA amendment allows for the encumbrance of the allocated Measure B funds and the extension of the agreement to December 31, 2012.

The recommend action would allow for the planned work to proceed in compliance with the 2000 Measure B Transportation Expenditure Plan requirement related to Environmental Clearance.

Fiscal Impact

There is no significant fiscal impact expected as a result of the recommended action.



Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

**SUBJECT: Dumbarton Corridor Improvements Project (ACTIA No. 25)
Approval of Allocation of 2000 Measure B Capital Program Funding for
Project Development Phases of the Central Avenue Overpass Project**

Recommendations

It is recommended that the Commission approve the following actions related to the Dumbarton Corridor Improvements Project (ACTIA No. 25):

- Allocate \$2,765,000 of 2000 Measure B Capital Program funding from the current Remaining Measure B Programmed Balance of \$16,054,000; and
- Authorize the execution of a Project Specific Funding Agreement (PSFA) with the City of Newark for the Preliminary Engineering/Environmental Studies (PE/Env) and Final Design (PS&E) phases of the Central Avenue Overpass Project.

Summary

The Dumbarton Corridor Improvements Project (ACTIA No. 25) is one the 27 capital projects included in the 2000 Measure B Expenditure Plan. The project is comprised of improvements intended to relieve congestion and promote transit usage in the Dumbarton Bridge corridor. The City of Newark desires to implement the Central Avenue Overpass Project which is consistent with the Expenditure Plan requirements related to eligibility for the Measure B Capital Program funding programmed for the Dumbarton Corridor Improvements Project (ACTIA No. 25).

The request for allocation submitted by the City of Newark is for the project development phases, i.e. the PE/Env and PS&E phases, of the Central Avenue Overpass Project. The City is prepared to initiate the project development activities upon approval of the requested allocation. A copy of the City's request for allocation package is attached.

Discussion

The recommended allocation will increase the total amount allocated for this project to \$6,078,000. Table 1 below summarizes the total 2000 Measure B commitment to the Dumbarton Corridor Improvements Project and the remaining Programmed Balance of \$13,289,000.

Table 1: Summary of Dumbarton Corridor Improvements Project (ACTIA No. 25) 2000 Measure B Commitment		
Description (Recipient/Implementing Agency)	Allocation Amount	Remaining Measure B Programmed Balance (Un-Allocated) (\$ x 1,000)
Total Measure B Commitment (FY11/12 Dollars)	NA	\$ 19,367
Previously Allocated Amount (San Mateo County Transportation Authority)	\$ 3,163	\$ 16,204
Previously Allocated Amount (Alameda CTC)	150	\$16,054
Recommended Allocation (City of Newark) (This Agenda Item)	\$ 2,765	\$ 13,289
Remaining Measure B Programmed Balance		\$ 13,289

The previously allocated amounts of 2000 Measure B Capital Program funding for the Dumbarton Corridor Improvements Project shown in Table 1 have been allocated to different recipient/implementing agencies for the PE/Env phase of the Dumbarton Rail Corridor Project (DRC). The DRC is another eligible project under the Dumbarton Corridor Improvements Project included in the 2000 Measure B Expenditure Plan. The San Mateo County Transportation Authority is the implementing agency for the PE/Env phase of the DRC, and the Alameda CTC has taken the lead on a preliminary right of way study related to the DRC.

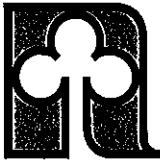
Central Avenue provides a critical east-west route through the City of Newark and also serves as a bypass for regional traffic using Route 84 and Interstate 880 to traverse the Dumbarton Bridge corridor. The Central Avenue Overpass project will eliminate a significant impediment to the flow of traffic through the project area and relieve congestion in the corridor.

Fiscal Impact

The recommended actions will allow for the encumbrance and subsequent expenditure of \$2,765,000 of Measure B Capital Program funding. The recommended allocation is earlier than anticipated in the FY 2011/2012 Strategic Plan Allocation Plan. The Measure B Capital Program financial model has been reviewed and the earlier timing of the expenditures expected to result from the recommended actions will have no significant impact on the Measure B Capital Program.

Attachments

Attachment A: Request for Allocation from the City of Newark dated March 2, 2012



CITY OF NEWARK, CALIFORNIA

37101 Newark Boulevard • Newark, California 94560-3796 • (510) 578-4000 • FAX (510) 578-4306

March 2, 2012

Mr. Stewart Ng, P.E.
 Deputy Director of Programming and Projects
 Alameda County Transportation Commission
 1333 Broadway Suite #220
 Oakland, CA 94612

Re: Request for Allocation of 2000 Measure B Funding
 For the Project Development Phases (PE/ENV and Final Design) of the
 Central Avenue Overpass Project, ACTIA # 25

Dear Mr. Ng:

The City of Newark is hereby requesting an allocation of Measure B funding for the subject project and phases referenced above. The allocation history for this phase of the project is as follows:

Total Amount Previously Allocated	\$	0
Requested Allocation Amount (this request)	\$	<u>2,765,000</u>
Total Allocated Amount (including this request)	\$	2,765,000

Attached is an AlaCTC Project Update Package (Attachment 1) that reflects current project scope, cost, funding and schedule information to support this request for allocation. We understand that a Project Specific Funding Agreement (PSFA) is required prior to incurring costs for which reimbursement will be requested.

The City of Newark is hereby requesting that the AlaCTC initiate the development of a funding agreement, or amendment to an existing funding agreement, for the allocation requested herein.

If you have any questions regarding this request, please contact me or Senior Civil Engineer Soren Fajeau at (510) 578-4286 or via e-mail at soren.fajeau@newark.org.

Sincerely,

Peggy, A. Claassen, P.E.
 Public Works Director
 (510) 578-4671
peggy.claassen@newark.org

cc: AlaCTC Project Coordinator
Senior Civil Engineer Soren Fajeau

Attachments: 1. AlaCTC Project Update Package

Attachment 1: Alameda CTC Project Update Package

Project Description: The intent of the Dumbarton Corridor Improvements included in Measure B was to relieve congestion and promote transit usage in the Dumbarton Bridge corridor. In addition to implementation of a Dumbarton rail project to connect the Peninsula with the East Bay, it was envisioned to include other local improvements in the corridor that would help achieve these same goals and provide parallel and alternate routes within the corridor. The Central Avenue Overpass is consistent with the Measure B Expenditure Plan description.

Central Avenue provides critical local east-west access through Newark as well as serves as a regional bypass route for State Route 84 and Interstate 880 traffic congestion in the Dumbarton Corridor. At grade railroad tracks (two mainline tracks under the ownership of UPRR plus two spur tracks) currently cross Central Avenue at grade causing frequent delays. The train tracks accommodate both freight and commuter train traffic, and serve a nearby switching yard for UPRR. There are currently up to 45 train conflicts per day at this location based on counts taken in October of 2011. The Central Avenue Overpass Project will construct a four lane grade separation structure (bridge overpass including sidewalks and bicycle lanes) at the railroad crossing on Central Avenue between Sycamore Street and Morton Avenue, resulting in relief of traffic congestion within the Dumbarton Corridor, providing enhanced vehicular, bicycle and pedestrian safety, improved emergency response times, and elimination of the potential for at-grade accidents.

The overpass will also enhance circulation promoting transit usage to, from and around the City of Newark's planned transit oriented center. Newark's Dumbarton Transit Oriented Development Specific Plan, funded by the MTC, was adopted by the Newark City Council this past year. The Specific Plan is centered on a transit center (rail and bus) as planned with the Dumbarton Rail Project, included in Regional Measure 2 and Measure B. The transit oriented center will provide medium to high density housing, retail and business opportunities along with open space amenities.

At this time, the City is requesting allocation of Measure B funds towards Project Development phases (environmental, preliminary engineering and final design) of the Central Avenue Overpass Project. There are several potential sources of construction funding that cannot be pursued or realized until the project is developed into a further state of readiness. The allocation of Measure B funds will help us achieve that goal to the benefit of the public.

Total Project Cost Estimate: The estimated total cost of the project is \$20 million. The project is anticipated to be funded with a combination of Measure B funds, Alameda County Congestion Management funds (from a previous funding exchange), UPRR contributions and State Grade Separation funds.

The estimated project cost by phase is:

▪ Environmental	\$ 115,000
▪ Preliminary Engineering	\$ 1,400,000
▪ Final Design (PS&E)	\$ 1,250,000
▪ Right of Way	\$ 2,235,000
▪ Construction	<u>\$15,000,000</u>
 Estimated Total Project Cost	 \$20,000,000

Current Project Phase Cost Estimate:

▪ Environmental	\$115,000	
➤ Administration, including environmental consultant selection, document preparation, processing and environmental clearance	30,000	<i>City Staff</i>
➤ Technical Studies		
▪ Phase 1 initial site assessment	10,000	<i>Consultant</i>
▪ Phase 2 (if required)	20,000	<i>Consultant</i>
▪ Burrowing Owls	2,000	<i>Consultant</i>
▪ Wetlands/biological	5,000	<i>Consultant</i>
▪ Floodplain evaluation	8,000	<i>Consultant</i>
▪ Historic/cultural resources	5,000	<i>Consultant</i>
▪ Geotechnical/seismic	35,000	<i>Consultant</i>
 ▪ Preliminary Engineering	 \$1,400,000	
➤ Administration, including consultant selection process, coordination, plan checking	150,000	<i>City Staff</i>
➤ Land surveys	100,000	<i>Consultant</i>
➤ Preliminary title reports & research	10,000	<i>Consultant</i>
➤ Preparation of right of way map, plats & descriptions	50,000	<i>Consultant</i>
➤ Civil Consultant	440,000	<i>Consultant</i>
➤ Structural Consultant	300,000	<i>Consultant</i>
➤ Geotechnical Consultant	50,000	<i>Consultant</i>
➤ Hydrology/hydraulics Consultant	50,000	<i>Consultant</i>
➤ Utility coordination	100,000	<i>Consultant</i>
➤ Coordination with UPRR	150,000	<i>Consultant</i>
 ▪ Final Design (PS&E)	 \$1,250,000	
➤ Administration	100,000	<i>City Staff</i>
➤ Preparation of final PS&E	1,150,000	<i>Consultant</i>

Total Project Funding:

<u>Source</u>	<u>Funding</u>	<u>Status</u>	<u>Comment</u>
▪ 2000 Measure B (Capital)	\$ 2,765,000	tbd	current request
▪ CMA-TIP	\$ 630,000	programmed	AB 3090 exchange
▪ Measure B-3	\$18,300,000	future	Tier 1
▪ UPRR	\$ 1,830,000	future	CPUC section 1202.5
▪ Grade separation funding	\$ <u>5,000,000</u>	future	Sts. & Hwys. Code
Total Potential Funding	\$28,525,000		

Total Measure B Funding:

▪ 2000 Measure B (Capital)	\$ 2,765,000
▪ Measure B-3	\$18,300,000

Project Milestone Schedule: (see attached)

Project Delivery Plan: Allocation of the 2000 Measure B (Capital) funding for the environmental, preliminary engineering and final design (PS&E) phases of the project will allow the City to initiate project development. The intent is to place the project in a state of readiness that will allow the City of Newark to pursue construction funding as opportunities become available. It is anticipated project development will be able to start immediately once the allocation for project development funds is approved and the project would be ready to advertise by the end of 2013.

The project is statutorily exempt from the requirements of CEQA per Title 14, Section 15282(g) of the California Code of Federal Regulations and Section 21080.13 of the Public Resource Code. It is assumed no Federal funds will be used for the project. Technical studies will be done as part of project development to determine if elements need to be incorporated in the design and construction to minimize potential impacts.

The project is located in a developed industrial area. There are no existing residential uses, schools or recreational facilities in the area. Central Avenue is a four lane arterial and the project will not add vehicular travel lanes. A significant amount of right of way for the project has been reserved in conjunction with past development adjacent to the proposed structure. Additional right of way for the project will be minimal for a project of this scale. Acquisition in fee of some land and temporary construction easements will be required. It is anticipated the bridge overpass will span the UPRR right of way (100 feet), minimizing potential conflicts for both right of way and construction. The tracks will be protected during construction and flaggers will be included at times of potential conflict per UPRR's requirements. Some work will need to be done within the UPRR right of way to remove existing road improvements and accomplish utility relocations. There are existing utility lines in Central Avenue that will require relocation with the construction of the project. Easements may need to be obtained for a portion of these relocations. The City will need to enter into an agreement with UPRR for access during construction, maintenance of the structure and UPRR financial participation in accordance with the requirements of the California Public Utilities Code Section 1202.5 and the California Streets and Highways Code Section 2452.

It is anticipated that the road will be closed to all traffic during construction and a detour will be implemented. This will greatly accelerate delivery of the project and keep the cost of the project down.

A Project Study Report for the Central Avenue Overpass was completed in 2001 in order for the project to be placed in the STIP. The project is included on the PUC's Grade Separation Priority List and has been nominated for the next cycle. Hearings on the nominations will take place in May of 2012. This allows the City to move forward with the project and enter into discussions with UPRR as part of the project development.

AlaCTC Project No. 25
 AlaCTC Agreement No.A. ---
 3/2/2012
Central Avenue Overpass Project Development Schedule (preliminary)
 3/1/2012

Task	Start	Complete	FY11/12	FY12/13	FY13/14	FY14/15
Environmental						
Document Preparation	5/1/12		X			
Technical Studies	5/1/12		X			
Phase 1	5/1/12		X			
Phase 2	5/1/12		X			
Burrowing Owls	5/1/12		X			
Wetlands/biological	5/1/12		X			
Floodplain evaluation	5/1/12		X			
Historic/cultural	5/1/12		X			
Geotechnical/seismic	5/1/12		X			
Environmental Clearance	8/1/12	8/1/12		X		
Design Consultant Selection						
RFQ/RFP	5/1/12		X			
Interviews	6/15/12		X			
Award	7/15/12	7/15/12		X		
Preliminary Engineering	7/15/12	12/30/12		X		
Final Design (PS&E)	1/15/13	9/30/13		X	X	
Right of Way						
Acquisition	1/5/13			X	X	
R/W Certification	11/1/13	12/1/13			X	
Construction						
Advertise	1/15/14				X	
Award	3/15/14				X	
Start Construction	5/1/14					X
Construction Complete	12/1/14	12/1/14				X

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Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Castro Valley Local Area Traffic Circulation Improvement Project (ACTA No. MB241) Approval of Amendment No. 1 to Project Funding Agreement No. A07-0002**

Recommendations

It is recommended that the Commission approve the following action related to the Castro Valley Local Area Traffic Circulation Improvement Project (ACTA No. MB241):

- Authorize the execution of Amendment No. 1 to Project Funding Agreement No. ACTA A07-0002 with the Alameda County Public Works Agency to:
 - 1) Increase the 1986 Measure B funding obligation for the Scoping Phase from \$200,000 to \$350,000; and
 - 2) Extend the termination date to December 31, 2013.

Summary

The Castro Valley Local Area Traffic Circulation Improvement Project (ACTA No. MB241) is one of the six (6) capital projects from the 1986 Measure B Expenditure Plan (as amended) with remaining commitments of 1986 Measure B capital projects funding. The project consists of identifying and implementing improvements intended to improve local area circulation in and around the Baywood area of Castro Valley (unincorporated Alameda County). The Alameda County Public Works Agency is the project sponsor and conducted a circulation study in 2009 to identify potential improvements to be funded by the 1986 Measure B capital projects funding.

Since the circulation study in 2009, major improvements to the I-238 corridor and the I-580/Redwood Road interchange in Castro Valley have been constructed. The recent improvements have altered the travel and circulation patterns in the area, and have necessitated an update to the circulation study. The Alameda County Public works Agency has requested an amendment to the existing Project Funding Agreement to increase the amount of 1986 Measure B capital projects funding available for expenditure on the Scoping Phase. A copy of the County's request is attached.

Discussion

The recommended encumbrance will increase the total amount encumbered for this project to \$350,000. Table 1 below summarizes the total 1986 Measure B commitment to the Castro Valley Local Area Traffic Circulation Improvement Project and the remaining un-encumbered balance of \$4,650,000.

Table 1: Summary of 1986 Measure B Commitment for the Castro Valley Local Area Traffic Circulation Improvement Project (ACTA No. MB241)		
Description	Encumbered Amount (\$ x 1,000)	Remaining Measure B Balance (\$ x 1,000)
Total Measure B Commitment (FY11/12 Dollars)	NA	\$ 5,000
Previously Encumbered Amount (A07-0002)	\$ 200	\$ 4,800
Recommended Encumbrance (A07-0002 Amendment 1) (This Agenda Item)	\$ 150	\$ 4,650
Remaining Measure B Un-Encumbered Balance		\$ 4,650

Fiscal Impact

The recommended action will allow for the encumbrance and subsequent expenditure of \$150,000 of 1986 Measure B capital projects funding. The timing of the expenditures expected to result from the recommended action is consistent with the FY 2011/2012 Strategic Plan Allocation Plan.

Attachments

Attachment A: Request for Amendment from Alameda County dated February 17, 2012



**COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY**

399 Elmhurst Street • Hayward, CA 94544-1307
(510) 670-5480

February 17, 2012.

Mr. Stewart Ng
Deputy Director of Programming and Projects
Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300
Oakland, CA 94612

Dear Mr. Ng:

Subject: Castro Valley Local Area Traffic Circulation Improvement,
Project No. ACTA MB241

To continue working towards addressing traffic impacts in the Castro Valley area associated with the elimination of the Hayward Bypass project, Alameda County will be updating a circulation plan for Castro Valley. We are requesting an amendment to PFA A07002 to increase the Measure B funding obligation for the scoping phase from \$200K to \$350K and extend the termination date to December 31, 2013.

A circulation plan was conducted in 2009 to identify needed improvements in Castro Valley. This information was used to identify a preferred alternative through a community process for circulation improvements in the area of the Strobbridge Avenue off-ramp. Since that time, the Interstate 238 Widening Project and the Interstate 580/Castro Valley Interchange Projects were completed and circulation patterns have changed. The purpose of an updated traffic circulation study is to provide the needed traffic information required by Caltrans for the preferred alternative modifications to the Strobbridge off-ramp and to collect new traffic data to assess recent circulation issues and identify needed improvements.

We appreciate your consideration of this amendment to the funding agreement. If you have any questions or need additional information, please contact me at (510) 670-5581.

Very truly yours,

Arthur G. Carrera, P.E., T.E.
Principal Civil Engineer

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Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Altamont Commuter Express Rail Project (ACTIA No. 01)**
Approval of Allocation of 2000 Measure B Capital Program Funding

Recommendations

It is recommended that the Commission approve the following actions related to the Altamont Commuter Express Rail Project (ACTIA No. 01):

- Allocate \$4,081,000 of 2000 Measure B Capital Program funding from the current Remaining Measure B Programmed Balance of \$9,594,000;
- Authorize the execution of Amendment No. 2 to the existing Project Specific Funding Agreement (PSFA) that was entered into by the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency (Agreement No. ACTIA 2003-01); and
- Authorize the execution of a project funding agreement with the Alameda County Public Works Agency for the implementation of the Pleasanton Avenue and ACE Station Parking Lot Project with an effective date of eligibility of February 1, 2012. (The effective date of eligibility restricts reimbursement authorized by the project funding agreement to eligible costs incurred no earlier than the effective date of eligibility.)

Summary

The Altamont Commuter Express Rail Project (ACTIA No. 01) is one the 27 capital projects included in the 2000 Measure B Expenditure Plan. The project is comprised of the Alameda County share of various phases of various capital projects related to the Altamont Commuter Express (ACE) service. The Measure B capital funding has primarily been used as the Alameda County funding contribution for the various ACE related projects.

Each year the Alameda CTC confirms its commitments to specific projects proposed by the SJRRC. The Alameda CTC commitments are based on the Alameda County share of the improvements along the ACE line and at appurtenant facilities such as stations, parking lots, and maintenance facilities. The PSFA for the project encumbers the allocated 2000 Measure B Capital Program funding to make the funding available for expenditure on, or reimbursement of, eligible project costs.

The recommended allocation will increase the total amount allocated for this project to \$7,671,000 which is sufficient to accommodate the Alameda CTC commitments to individual capital projects. Table 1 below summarizes the total 2000 Measure B commitment to the ACE Rail Project and the remaining Programmed Balance of \$5,513,000.

Table 1: Summary of Altamont Commuter Express Rail Project (ACTIA No. 01) 2000 Measure B Commitment		
Description	Allocation Amount	Remaining Measure B Programmed Balance (Un-Allocated) (\$ x 1,000)
Total Measure B Commitment (FY11/12 Dollars)	NA	\$ 13,184
Previously Allocated Amount	\$ 3,590	\$ 9,594
Recommended Allocation (This Agenda Item)	\$ 4,081	\$ 5,513
Remaining Measure B Programmed Balance		\$ 5,513

The list of project-specific commitments approved by the Alameda CTC for the ACE Rail Project is included in Attachment 1: Summary of Alameda County Altamont Commuter Express Rail Project Commitments. The total amount allocated, including the recommended allocation, is the amount required to fulfill the commitments shown in Attachment 1 for Previously Committed Projects and New Project Commitments. The New Project Commitments shown in Attachment 1 consist of the following three projects:

1. Locomotive Overhaul Project – The Measure B funding for this project represents a portion of the funding to perform the mid-life overhaul of six (6) locomotives;
2. Altamont Rail Corridor Environmental Document – This project involves the completion of the Alternatives Analysis for the project and the beginning of the EIR/EIS for the Altamont Rail Corridor in conjunction with the California High Speed Rail Authority; and
3. Pleasanton Avenue Improvements (Phase 1) Project - The scope of this project includes the design, construction and construction support for improvements near the Pleasanton ACE station including a bus turnout, turnaround area and crosswalk improvements on Pleasanton Avenue and the ACE station parking lot.

The first two projects listed above are being implemented by the SJRRC. The third project, located near the Pleasanton ACE station, will be implemented by the Alameda County Public Works Agency (ACPWA). As the implementing agency, the ACPWA will be the recipient of the Measure B funds committed to that project and therefore, will be required to enter into a funding agreement directly with the Alameda CTC.

The recommended amendment to the existing PSFA (Agreement No. ACTIA 2003-01) will convert the PSFA from an encumbrance between the two former agencies to an internal encumbrance document for the Alameda CTC. The internal encumbrance document will be used to track the 2000 Measure B Capital Program funding made available for expenditure on eligible project costs for projects, or phases of projects, being implemented directly by the Alameda CTC).

Fiscal Impact

The recommended actions will allow for the encumbrance and subsequent expenditure of \$4,081,000 of Measure B Capital Project funding. The recommended allocation is earlier than anticipated in the FY 2011/2012 Strategic Plan Allocation Plan. The Measure B Capital Program financial model has been reviewed and the earlier timing of the expenditures expected to result from the recommended actions will have no significant impact on the Measure B Capital Program.

Attachments

Attachment A: Summary of Alameda County Altamont Commuter Express Rail Project Commitments

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**Attachment 1: Summary of Alameda County
Altamont Commuter Express Rail Project Commitments**

Project	Status	Measure B Amount
<u>Previously Committed Projects</u>		
Livermore Garage	Completed	\$ 980,000
Tie Replacement	Completed	\$ 452,000
Signal Upgrade	Completed	\$ 529,000
Bike Lockers	Completed	\$ 38,000
Maintenance Layover Facility	Ongoing	\$ 1,292,113
Track Siding	Hold	\$ 49,887
<i>Total Previously Committed</i>		\$ 3,341,000
<u>New Project Commitments</u>		
Locomotive Overhaul	Ongoing	\$ 1,500,000
Altamont Rail Corridor Environmental Document	Ongoing	\$ 2,000,000
Pleasanton Avenue Improvements (Phase 1)	New	\$ 830,000
<i>Total New Project Commitments</i>		\$ 4,330,000
<i>Subtotal - Project Commitments (Previous + New)</i>		\$ 7,671,000
<u>Future Commitments</u>		
I-580 Corridor Loan (<i>September 2011 Commission Action</i>)	NA	\$ 2,000,000
FY 2012/13 Baseline Requests (<i>Per SJRRC's Draft Submittal</i>)	NA	\$ 3,500,000
<i>Total Future Commitments</i>		\$ 5,500,000
<i>Grand Total Project Commitments</i>		\$ 13,171,000

Altamont Commuter Express Total 2000 Measure B Commitment \$ 13,184,000

Measure B Balance (Uncommitted to Projects) \$ 13,000

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Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval to Amend an Agreement with the California Highway Patrol for Construction Zone Enhanced Enforcement Program Services**

Recommendation

It is recommended that the Commission authorize the Executive Director to amend the agreement with the California Highway Patrol (CHP) to provide Construction Zone Enhanced Enforcement Program (COZEEP) services for construction projects that the Alameda CTC is administering on the State Highway System. All services under these agreements will be paid out of the construction phase budget of participating projects.

Discussion

To enhance safety for the public and construction contractors during lane closures associated with construction activities on state highways, it may be necessary to coordinate with the CHP to implement the COZEEP. To implement COZEEP on construction projects, the Alameda CTC entered into a standard master agreement with the California Highway Patrol in April 2011, to provide this service for all projects Alameda CTC is administering.

The CHP master agreement was initially for a period of one (1) year which is set to expire in April 2012. An amendment is necessary to continue implementation of COZEEP on on-going and future construction projects. The amendment will extend the term of the agreement until April 2104. The cost of this agreement is estimated at \$200,000 per year; however, the actual cost will be based on project(s) needs and funds will be paid out of the individual project budgets.

Fiscal Impact

Approval of the requested action will extend the term of the agreement with CHP and has no fiscal impact on the Alameda CTC budget.

Attachment

Attachment A: Draft CHP Agreement Amendment

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DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

Business Services Section
Contract Services Unit
P.O. Box 942898
Sacramento, CA 94298-0001
(916) 843-3610
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



September 7, 2011

Alameda County Transportation Commission (Alameda CTC)
1333 Broadway, Suite 220
Oakland, CA 94612

Subject: Agreement Number 10R301000-1

Complete the following marked item(s) and return to the above address within ten (10) business days:

- STD. 213, Standard Agreement with attached exhibits. Sign the first page of the STD. 213, sign the additional single STD. 213, and return both copies.
- STD. 213A, Standard Agreement Amendment. Sign the first page of the STD. 213A, sign the additional single STD. 213A, and return both copies.
- STD. 210, Short Form Contract. Sign and return both copies.
- Letter of Agreement. Sign and return both copies.
- STD. 204, Payee Data Record. Complete and return.
- CCC, Contractor Certification Clauses. Complete and return.
- Obtain and forward the liability insurance certificate required by the terms of the Agreement.
- Resolution, motion, order, or ordinance from the local governing body authorizing this Agreement.
- STD. 807, Payment Bond. Complete and return one copy.
- CHP 28, Voluntary Statistical Data. Complete and return.
- Other:

Contract status.

- The enclosed agreement is signed on behalf of the Department of California Highway Patrol. Process and when approved, return an original to this office.
- The enclosed approved agreement is for your records. You are now authorized to provide services.


BOBBY CONTRERAS
Contract Analyst

Enclosures

Safety, Service, and Security



An Internationally Accredited Agency

STATE OF CALIFORNIA
STANDARD AGREEMENT AMENDMENT
 STD. 213 A (Rev 6/03)

CHECK HERE IF ADDITIONAL PAGES ARE ATTACHED 0 Pages



AGREEMENT NUMBER	AMENDMENT NUMBER
10R301000	1
REGISTRATION NUMBER	

- This Agreement is entered into between the State Agency and Contractor named below:
STATE AGENCY'S NAME
Department of California Highway Patrol
CONTRACTEE'S NAME
Alameda County Congestion Management Authority (Alameda CTC)
- The term of this Agreement is 5/1/11 through 4/30/14
- The maximum amount of this Agreement after this amendment is: \$200,000.00 (Two Hundred Thousand Dollars and Zero Cents)
- The parties mutually agree to this amendment as follows. All actions noted below are by this reference made a part of the Agreement and incorporated herein:
 Standard Agreement, Item #2 is revised to read:

The term of this Agreement is: 5/1/2011 through 4/30/2014. No additional funding is required under this agreement.

All other terms and conditions shall remain the same.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

CONTRACTOR		CALIFORNIA Department of General Services Use Only
<small>CONTRACTOR'S NAME (If other than an individual, state whether a corporation, partnership, etc.)</small> <u>Alameda County Congestion Management Authority (Alameda CTC)</u>		
<small>BY (Authorized Signature)</small> 	<small>DATE SIGNED (Do not type)</small>	
<small>PRINTED NAME AND TITLE OF PERSON SIGNING</small>		
<small>ADDRESS</small> <u>1333 Broadway, Suite 220</u> <u>Oakland, CA 94612</u>		
STATE OF CALIFORNIA		
<small>AGENCY NAME</small> <u>Department of California Highway Patrol</u>		<input checked="" type="checkbox"/> Exempt per:
<small>BY (Authorized Signature)</small> 	<small>DATE SIGNED (Do not type)</small>	
<small>PRINTED NAME AND TITLE OF PERSON SIGNING</small> <u>JEFFREY T. UYEDA, Chief, Administrative Services Division</u>		
<small>ADDRESS</small> <u>P.O. Box 942898, Sacramento, CA 94298-0001</u>		



Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: **Review of Route 84 Corridor Improvements between Interstate 580 and Interstate 680 – Status Report**

Recommendations

This is a status report only; no action is required.

Summary

The Route 84 transportation corridor between Interstate 580 in Livermore and Interstate 680 in Pleasanton/Sunol is being improved by a series of projects along the corridor in a partnership that includes the Alameda CTC, Caltrans and the Cities of Livermore and Pleasanton. Attachment A provides an overview of the corridor and the delivery status of \$500 million in key projects along the route.

Beginning from the north at the interchange of Route 84 and Interstate 580, the City of Livermore and Caltrans partnered to complete a set of three construction projects that constructed a new interchange and improved Route 84 (Isabel Avenue) south to Jack London Boulevard. The projects will be completed in April 2012 at a total cost of \$110.2 million, including \$25.1 million in Measure B funding.

The next project southwards is the Route 84 Expressway – North Segment project in the City of Livermore. This \$48.6 million project was developed by Alameda CTC and is scheduled to be awarded by Caltrans to a construction contractor in March 2012. Construction is scheduled to complete in March 2014, widening Route 84 to six lanes between Jack London Boulevard and Stanley Boulevard, and to four lanes between Stanley Boulevard and Concannon Boulevard. The project is funded by \$20 million of State CMIA infrastructure bond funds and \$28.6 million of Measure B funding.

Continuing south, the Route 84 Expressway – South Segment project in the City of Livermore is currently in project development. This \$74.2 million project is being developed by Alameda CTC and is expected to be ready for construction in February 2014, widening Route 84 to four lanes between Concannon Boulevard and Ruby Hills Drive. This project's proposed funding includes \$37 million of State Transportation Improvement Program (STIP), \$10 million of Tri-Valley Transportation Council (TVTC), and \$27.2 million of Measure B funds.

Next is the Pigeon Pass Improvement project, a \$32 million safety project that was completed with funding from the State's State Highway Operation and Protection Program (SHOPP) to improve Route 84 to current design standards and widen Route 84 to four lanes. This project was opened to traffic in October 2008.

At the southernmost end of the corridor, two significant improvements are planned to complete improvements at the Route 84 and I-680 interchange and widen Route 84 to support safety, connectivity and efficiency. This final gap closure project proposes to widen Route 84 from two to four lanes between Pigeon Pass and Interstate 680 in Pleasanton/Sunol, and construct a new interchange at I-680/Route 84. The estimated project cost is \$277 million and project development is currently in the planning phase. The Alameda CTC 2012 Transportation Expenditure Plan (TEP) approved in January 2012 includes \$122 million for completion of the gap closure and I-680/Route 84 interchange improvements.

Fiscal Impact

None.

Attachments

Attachment A: Route 84 Corridor Improvements in Alameda County

Attachment A: Route 84 Corridor Improvements in Alameda County



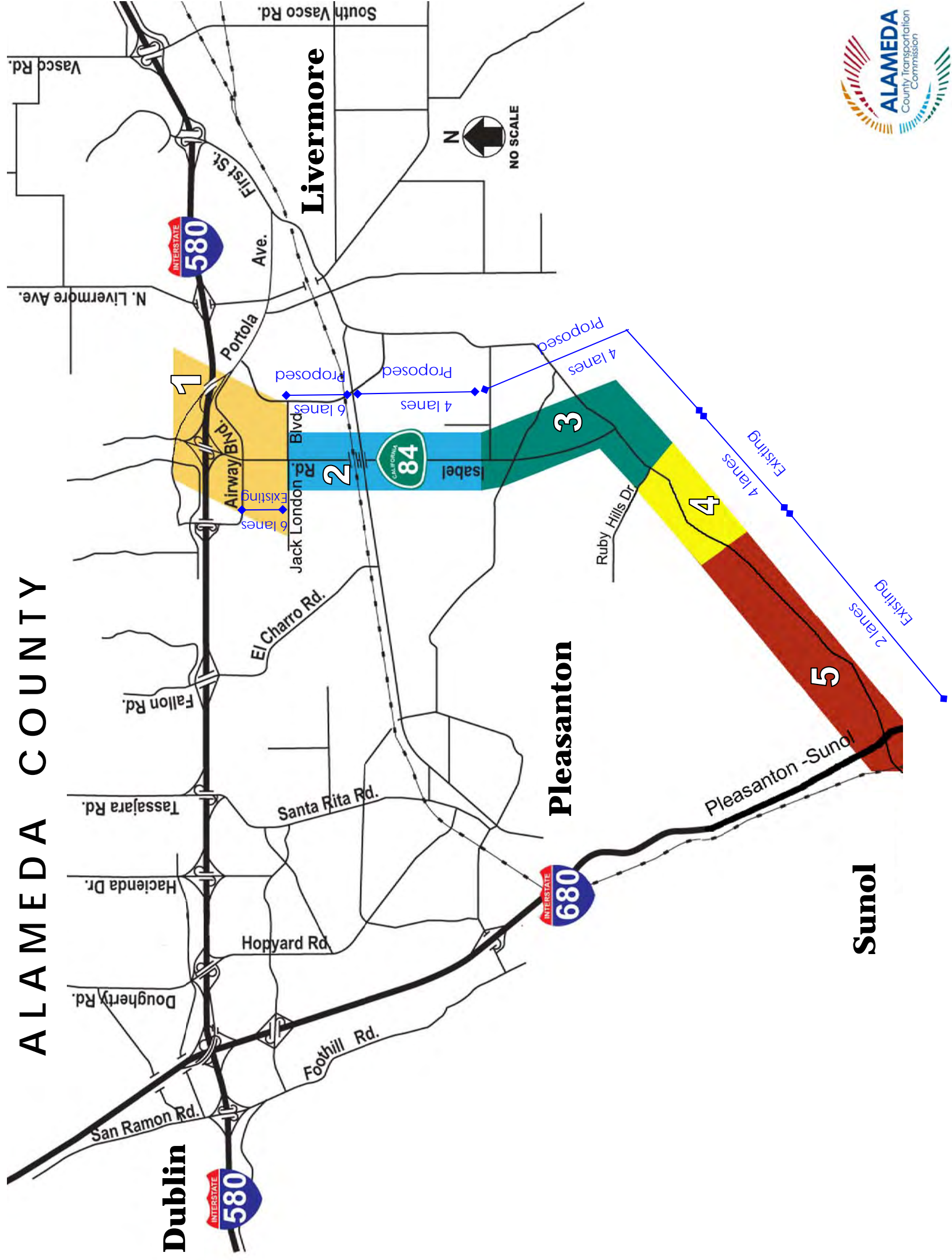
Project 1	I-580 / Route 84 Isabel Interchange
Status	Construction completion April 2012
Total Cost	\$ 110.2 M

Project 2	Route 84 Expressway - North Segment
Status	Construction starting April 2012, estimated completion March 2014
Total Cost	\$ 48.6 M

Project 3	Route 84 Expressway - South Segment
Status	Currently in Project Development; estimated construction start date in February 2014
Total Cost	\$ 74.2 M

Project 4	Pigeon Pass Improvements
Status	Construction complete; open to traffic October 2008
Total Cost	\$ 32 M

Project 5	Gap Closure - Pigeon Pass to I-680 Widening and I-680/ Rt. 84 IC
Status	Identify funding and project delivery strategy
Total Cost	\$ 277 M



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Memorandum

DATE: March 14 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of a Proposed Update to the Fiscal Year 2011-2012 Consolidated Budget for the Alameda CTC**

Recommendations

It is recommended that the Commission approve the attached Proposed Update to the Consolidated Budget for FY2011-12.

Summary

The proposed update to the FY2011-12 budget was developed to reflect changes in projects and programs since the original budget was developed, as well as to reflect how actual revenues and expenditures are being realized as the year progresses. Similarly to the originally adopted budget, this update has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types are comprised of General Funds, various Special Revenue Funds, the Exchange Fund and Capital Project Funds.

The proposed budget update contains revenues totaling \$179.4 million of which sales tax revenues comprise \$104.0 million, or 58 percent. The proposed budget also includes an update to actual FY2010-11 fund balances rolled forward by fund into FY2011-12 of \$301.8 million for total available resources of \$481.2 million. The total revenue amount proposed is an increase of \$8.6 million over the currently adopted budget. The revenues are offset in the budget update by \$325.8 million in total expenditures of which \$234.9 million, or 72 percent, are allocated for capital project expenditures. The total expenditure amount is an increase of \$44.2 million over the currently adopted budget. These revenue and expenditure totals constitute a net reduction in fund balance of \$146.4 million and a projected consolidated ending fund balance of \$155.4 million. The reduction in fund balance is primarily due to ACTIA's capital program and will be funded through accumulated Measure B sales tax revenues.

The budget update includes revenues and expenditures necessary to implement and produce the following vital programs and planning projects in Alameda County:

- Countywide Transportation Plan (CWTP)
- Congestion Management Program
- Transportation and Land Use Plans

- Travel Model Support
- Safe Routes to School Program
- Bike Mobile Program
- Guaranteed Ride Home Program
- Vehicle Registration Fee Programs
- Transportation For Clean Air Programs
- Pass Through Funding Programs

In addition to the planning projects and programs listed above, the budget also contains revenues and expenditures necessary to fund and deliver significant capital projects that can expand access and improve mobility in Alameda County consistent with the FY2011-12 Strategic Plan – Allocation Plan for the Measure B Capital Projects Program. Some of the key projects included in the proposed budget are as follows:

- I-880 to Route 238 East-West Connector Project (formerly the Route 84 Historic Parkway Project) Fremont and Union City
- Route 238 Mission-Foothill-Jackson Corridor Improvements Project in Hayward
- BART Warm Springs Extension Project
- BART Oakland Airport Connector Project
- I-680 Sunol Express Lane Project
- Route 84 Expressway Project in Livermore
- I-880 North Safety & Operational Improvements Project at 23rd & 29th Avenues in Oakland
- I-580 Eastbound Express Lane Project
- I-80 Integrated Corridor Mobility Project
- I-880 Southbound High Occupancy Vehicle
- Isabel-Route 84/I-580 Interchange

Discussion/ Background

The FY2011-12 Proposed Budget update represents improved transparency and communication and reflects consolidation efficiencies that have been implemented. Some of the efficiencies realized in the budget include the streamlining of staff, which saved over \$1 million in salaries from the FY2010-11 budgets of the two former agencies, and the consolidation of annually renewed contracts which saved almost \$2 million. To address Alameda CTC priorities and needs as they have changed throughout the year, some additional contracts and expenses have been incorporated into this budget update, mostly in support of priority projects and programs.

The development of the FY2011-12 budget and this update were centered on the mission and core functions as defined in the Agency Strategic Business Plan which was endorsed by the Commission. The objective was to develop a budget that would enable the Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by devoting available resources in the budget to the process of planning in order to identify transportation needs and opportunities to formulate strategies and solutions; by providing the funding necessary to evaluate, prioritize, and fund programs and projects; and by delivering quality programs and projects on schedule and within budget.

Significant Budget Adjustment Detail

General Fund

- **Revenues** have increased \$1.4 million mostly related to funding for planning and other projects such as the Countywide Transportation Plan and Transportation Expenditure Plan, which have realized more of their multiyear contract expenses in FY2011-12 than originally projected; Transportation and Land Use Planning, which requires additional studies to be performed over the next few months; and the Safe Routes to School Program, which is expected to pick up its activity through the end of this fiscal year.
- **Expenditures** have increased \$2.2 million including an increase in:
 - Planning costs of \$0.9 million primarily due to the Countywide Transportation Plan, Transportation Expenditure Plan and new Transportation and Land Use Studies;
 - Programs costs of \$0.6 million mostly related to the Safe Routes to School Program, accounting for the Guaranteed Ride Home Program which was included only in the Transportation For Clean Air (TFCA) fund in the currently adopted budget, and State Transportation Improvement Program (STIP) monitoring costs, which were moved from the CMA TIP fund to the General Fund; and
 - General Administration costs of \$0.7 million which reflects the transfer of some salary and benefits costs and the related reduction in overhead costs recovery from the Capital fund to the General Fund, and the use of savings in the FY2010-11 project management contract in the Capital Fund. Within this fund the summary cost allocation to the ACTA Capital Fund in the currently adopted budget has been reversed and broken out by line item for transparency purposes.

Special Revenue Funds

- **Revenues** have increased \$76 thousand due to an updated projection received from the Bay Area Air Quality Management District (BAAQMD) for TFCA funding.
- **Expenditures** have increased \$2.5 million to reflect updated Vehicle Registration Fee (VRF) and TFCA programming and pass-through projections, as well as an increase to Measure B grant awards not reflected in the currently adopted budget due to fund balance restrictions.

Exchange Fund

- **Revenues** have decreased \$1.9 million related to updated projections of actual receipts for the fiscal year.
- **Expenditures** have decreased \$2.0 million due to the reclass of STIP monitoring costs to the general fund and updated projections of actual costs for the fiscal year.

Capital Projects Funds

ACCMA

- **I-580 Landscape** increased \$50 thousand due to preparation for the construction phase which is expected earlier than previously scheduled.
- **I-680 High Occupancy Toll Lane** increased \$3.8 million for additional improvements and to account for mitigation and landscaping contracts.
- **Smart Corridors Operations and Management (945.0)** decreased \$50 thousand which reflects a transfer of funding needs between phases of the overall project to **945.1**, a separate budget for the East County Corridor.

- **Caldecott Tunnel** increased \$0.5 million to accommodate an approved arrangement with Contra Costa County Transportation Authority for contributions towards improvements in Alameda County related to the Caldecott tunnel.
- **Center to Center Programs Communications Hub for the Tri-Valley SMART Corridor** increased \$237 thousand to cover project close out costs.
- **I-880 North Safety & Operations Improvements 23rd & 29th** increased \$1.4 million to reflect the acceleration of the project development and right of way phases to meet funding and project delivery deadlines.
- **I-580 Eastbound High Occupancy Vehicle Lane** decreased \$140 thousand to reflect funding plan limitations.
- **I-580 Eastbound Express (HOT) Lane** increased \$0.6 million to reflect acceleration of the project design schedule.
- **I-580 Eastbound Auxiliary Lane** increased \$1.6 million to reflect acceleration of project development and right of way phases to meet funding deadlines.
- **Altamont Commuter Express** increased \$2.2 million to reflect the funding commitment as requested by project sponsor.
- **I-880 South Bound High Occupancy Vehicle Lane** increased \$2.4 million to reflect the acceleration of project development and right of way phases to meet funding deadlines.
- **Webster Street Smart Corridor** increased \$0.8 million to prepare for the construction phase of the project.
- **I-80 Integrated Corridor Mobility** decreased \$44 thousand to reflect funding limitations.

ACTIA

- **Union City Intermodal Station Project** increased \$3.9 million to reflect costs incurred in FY2010-11, but submitted in this fiscal year for reimbursement.
- **Telegraph Avenue Bus Rapid Transit** increased \$1.1 million which reflects a transfer of funding needs between phases of the overall project from San Pablo Avenue Corridor Transit and Telegraph Avenue Rapid Bus Service.
- **I-580 Castro Valley Interchange** increased \$1.8 million to account for the contribution from ACTA's I-580 Interchange Improvement Project not reflected in the currently adopted budget.
- **I-580 Auxiliary Lanes – Westbound Fallon to Tassajara** increased \$10 thousand to cover project closeout costs.
- **I-580 Auxiliary Lanes – Eastbound El Charro to Airway** decreased \$2.5 million to reflect a previously approved fund exchange.
- **Westgate Extension** increased \$1.6 million to reflect additional work needed to integrate with improvements at the I-880/Davis Street interchange.
- **East 14th/Hesperian/150th Improvements** increased \$480 thousand which reflects a revision to the funding plan requiring Measure B funding in the current phase.
- **I-238 Widening** increased \$6.0 which reflects a previously approved fund exchange.
- **Isabel – Route 84/I-580 Interchange** increased \$12.1 million to reflect sponsor's revision to the funding plan requiring Measure B funds in this fiscal year.
- **Route 84 Expressway** increased \$4.1 million due to right of way and mitigation costs incurred in this fiscal year.
- **Dumbarton Corridor** increased \$150 thousand for a right of way study.
- **Congestion Relief Emergency Fund – Unallocated** decreased \$1.0 million which reflects a transfer of funding to the I-880 23rd-29th Project.
- **Congestion Relief Emergency Fund – I-80 Integrated Corridor Mobility** increased \$0.5 million to reflect a funding obligation to ACCMA's I-80 Integrated Corridor Mobility Project.

- **Countywide Transportation Plan/Transportation Expenditure Plan Development** increased \$50 thousand to reflect approved funding for the CWTP effort.

ACTA

- **Route 238 Mission, Foothill, Jackson Corridor Improvement Project** increased \$5.0 million to reflect sponsor's revision to the funding plan requiring Measure B funds in this fiscal year.

Fiscal Impacts

The Proposed Update to the FY2011-12 Consolidated Budget would provide additional resources of \$8.6 million and authorize additional expenditures of \$44.2 million, reflecting an overall decrease in fund balance of \$35.7 million for a projected ending fund balance of \$155.4 million.

Attachments

Attachment A:	Alameda CTC FY2011-12 Proposed Consolidated Mid-Year Budget Update
Attachment B:	Alameda CTC FY2011-12 Currently Adopted Budget
Attachment C:	Alameda CTC FY2011-12 Consolidated Mid-Year Budget Adjustments
Attachment D:	ACCMA FY2011-12 Proposed Capital Projects Budget
Attachment E:	ACTIA FY2011-12 Proposed Capital Projects Budget
Attachment F:	ACTA FY2011-12 Proposed Capital Projects Budget
Attachment G:	ACTIA FY2011-12 Proposed Budget Limitations Calculations

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**Alameda County Transportation Commission
Fiscal Year 2011-2012
Proposed Consolidated Mid-Year Budget Update**

Attachment A

	General Funds Proposed	Special Revenue Proposed	Exchange Fund Proposed	Capital Project Funds Proposed	Inter-Agency Adjustments/ Eliminations Proposed	Total Proposed
Projected Beginning Fund Balance	\$ 16,253,970	\$ 14,770,916	\$ 4,632,718	\$ 266,137,321	\$ -	\$ 301,794,925
Revenues:						
Sales Tax Revenues	4,680,000	59,492,630	-	39,827,370	-	104,000,000
Investment Income	3,700	2,750	-	2,400,000	-	2,406,450
Member Agency Fees	1,315,867	-	-	-	-	1,315,867
TFCA Funds	165,500	1,908,652	-	1,020,000	(1,185,500)	1,908,652
VRF Funds	-	10,729,500	108,108	871,000	(979,108)	10,729,500
Exchange Program Funds	-	-	9,212,597	4,189,761	(4,189,761)	9,212,597
Approved Contract Budget Savings fm FY10/11	-	-	-	250,000	(250,000)	-
Grants						
MTC Planning T&LU Funds Rolled from FY2010-2011	74,201	-	-	-	-	74,201
MTC Planning Funds	1,236,000	-	-	-	-	1,236,000
PPM Funds Rolled from FY2010-2011	870,002	-	-	172,905	-	1,042,907
PPM Funds FY2011-2012	1,257,087	-	-	-	-	1,257,087
ACTIA Measure B	637,712	-	-	10,373,037	(11,010,749)	-
ACTA Measure B	-	-	-	1,500,000	(1,500,000)	-
CMAQ Funding	1,551,519	-	-	1,277,191	-	2,828,710
Other Project Grants	112,000	-	-	43,237,498	-	43,349,498
Total Revenues	11,903,588	72,133,532	9,320,705	105,118,762	(19,115,119)	179,361,468
Expenditures:						
Administration						
Salaries and Benefits	3,179,560	431,914	73,006	1,574,132	(889,312)	4,369,300
Office Expenses and Supplies	61,250	-	-	8,750	-	70,000
General Administration	2,763,153	16,772	-	582,509	-	3,362,433
Commission Meeting Per Diems	172,865	-	-	24,695	-	197,560
Project Management Services	250,000	-	-	1,365,504	-	1,615,504
Contingency	200,000	-	-	-	-	200,000
Planning						
MTC Planning	189,579	-	-	-	-	189,579
County Wide Transportation Plan (CWTP)	1,296,318	150,000	-	-	-	1,446,318
CWTP Measure B Grant to CMA	86,162	-	-	-	(86,162)	-
Countywide Bicycle and Pedestrian Plan	-	104,926	-	-	-	104,926
Congestion Management Program	213,045	-	-	-	-	213,045
Transportation and Land Use	397,018	-	-	-	-	397,018
Transportation Planning	21,480	-	-	-	-	21,480
Travel Model Support	182,767	23,000	-	-	(23,000)	182,767
Bike to Work Day Assessment	21,000	20,000	-	-	(20,000)	21,000
Programs						
Programs Management	583,905	744,672	-	-	-	1,328,577
Guaranteed Ride Home Program	131,000	-	-	-	-	131,000
Monitoring of Fed, State & Other Grants	12,500	-	-	-	-	12,500
STIP Monitoring	150,000	-	-	-	-	150,000
Safe Routes to School	1,427,500	-	-	-	-	1,427,500
Bike Mobile Program	280,000	-	-	-	-	280,000
VRF Programming and Other Costs	-	8,151,733	-	-	(1,087,216)	7,064,517
Programming of Funds	-	3,765,040	9,158,449	-	(5,267,153)	7,656,336
Transportation Programming	38,700	-	-	-	-	38,700
Pass Through	-	55,944,169	-	-	-	55,944,169
Grant Awards	-	4,945,543	-	-	(508,550)	4,436,993
Capital Projects						
Capital Project Expenditures	-	-	-	247,051,186	(12,123,037)	234,928,149
Indirect Cost Recovery/Allocation						
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(889,312)	-	-	-	889,312	-
Total Expenditures	10,768,489	74,297,769	9,231,455	250,606,775	(19,115,118)	325,789,370
Net Change in Fund Balance	1,135,098	(2,164,237)	89,250	(145,488,013)	(0)	(146,427,902)
Projected Ending Fund Balance	\$ 17,389,068	\$ 12,606,679	\$ 4,721,968	\$ 120,649,308	\$ (0)	\$ 155,367,023

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**Alameda County Transportation Commission
Fiscal Year 2011-2012
Currently Adopted Budget**

Attachment B

	General Funds	Special Revenue Funds	Exchange Fund	Capital Project Funds	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance	\$ 15,305,385	\$ 9,139,713	\$ 4,635,115	\$ 197,068,648	\$ -	\$ 226,148,861
Revenues:						
Sales Tax Revenues	4,680,000	59,492,630	-	39,827,370	-	104,000,000
Investment Income	3,700	2,750	-	2,332,000	-	2,338,450
Member Agency Fees	1,315,867	-	-	-	-	1,315,867
TFCA Funds	-	1,832,361	-	216,000	(278,136)	1,770,225
VRF Funds	-	10,729,500	108,108	584,998	(814,863)	10,607,743
Exchange Program Funds	-	-	11,114,898	3,581,400	(3,623,923)	11,072,375
Measure B Interagency Funds	80,203	-	-	-	(80,203)	-
Grants						
MTC Planning T&LU Funds Rolled from FY2010-2011	370,800	-	-	-	-	370,800
MTC Planning Funds	1,236,000	-	-	-	-	1,236,000
PPM Funds Rolled from FY2010-2011	544,995	-	-	272,905	-	817,900
PPM Funds FY2011-2012	675,137	-	-	-	-	675,137
ACTIA Measure B	356,734	-	-	6,243,508	(6,600,242)	-
CMAQ Funding	1,257,778	-	-	-	-	1,257,778
Other Project Grants	-	-	-	36,343,086	(1,011,949)	35,331,137
Total Revenues	10,521,214	72,057,241	11,223,006	89,401,267	(12,409,316)	170,793,412
Expenditures:						
<u>Administration</u>						
Salaries and Benefits	3,133,077	317,573	73,006	2,084,008	(1,238,365)	4,369,300
Office Expenses and Supplies	54,870	-	-	-	-	54,870
General Administration	3,098,948	11,772	-	10,000	(80,203)	3,040,517
Commission Meeting Per Diems	197,560	-	-	-	-	197,560
Contingency	200,000	-	-	-	-	200,000
<u>Planning</u>						
County Wide Transportation Plan (CWTP)	845,500	150,000	-	-	-	995,500
CWTP Measure B Grant to CMA	150,000	-	-	-	(150,000)	-
Congestion Management Program	366,000	-	-	-	-	366,000
Transportation and Land Use	35,000	-	-	-	-	35,000
Transportation Planning	75,555	-	-	-	-	75,555
<u>Programs</u>						
Programs Management	725,938	1,154,672	-	-	-	1,880,610
Monitoring of Fed, State & Other Grants	12,500	-	-	-	-	12,500
STIP Monitoring	-	-	150,000	-	-	150,000
Safe Routes to School	1,050,000	-	-	-	-	1,050,000
Bike Mobile Program	250,000	-	-	-	-	250,000
VRF Programming and Other Costs	-	7,312,508	-	-	(108,108)	7,204,400
Programming of Funds	-	3,319,670	11,000,000	-	-	14,319,670
Transportation Programming	19,350	-	-	-	-	19,350
Pass Through	-	55,944,169	-	-	-	55,944,169
Grant Awards	-	3,548,461	-	-	(206,734)	3,341,726
<u>Capital Projects</u>						
Capital Project Expenditures	-	-	-	199,770,558	(10,625,906)	189,144,652
<u>Indirect Cost Recovery/Allocation</u>						
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(1,100,566)	-	-	-	-	(1,100,566)
ACTA Allocation	(506,497)	-	-	506,497	-	-
Total Expenditures	8,607,236	71,758,825	11,223,006	202,371,063	(12,409,316)	281,550,814
Net Change in Fund Balance	1,913,978	298,416	-	(112,969,796)	-	(110,757,402)
Projected Ending Fund Balance	\$ 17,219,363	\$ 9,438,129	\$ 4,635,115	\$ 84,098,852	\$ -	\$ 115,391,459

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**Alameda County Transportation Commission
Fiscal Year 2011-2012
Consolidated Mid-Year Budget Adjustments**

Attachment C

	General Funds Adjustment	Special Revenue Adjustment	Exchange Fund Adjustment	Capital Project Funds Adjustment	Inter-Agency Adjustments/ Eliminations Adjustment	Total Adjustment
Projected Beginning Fund Balance	\$ 948,585	\$ 5,631,203	\$ (2,397)	\$ 69,068,673	\$ -	\$ 75,646,064
Revenues:						
Investment Income	-	-	-	68,000	-	68,000
TFCA Funds	165,500	76,291	-	804,000	(907,364)	138,427
VRF Funds	-	-	-	286,002	(164,245)	121,757
Exchange Program Funds	-	-	(1,902,301)	608,361	(565,838)	(1,859,778)
Approved Contract Budget Savings fm FY10/11	-	-	-	250,000	(250,000)	-
Measure B Interagency Funds	(80,203)	-	-	-	80,203	-
Grants						
MTC Planning T&LU Funds Rolled from FY2010-2011	(296,599)	-	-	-	-	(296,599)
PPM Funds Rolled from FY2010-2011	325,007	-	-	(100,000)	-	225,007
PPM Funds FY2011-2012	581,950	-	-	-	-	581,950
ACTIA Measure B	280,978	-	-	4,129,529	(4,410,507)	-
ACTA Measure B	-	-	-	1,500,000	(1,500,000)	-
CMAQ Funding	293,741	-	-	1,277,191	-	1,570,932
Other Project Grants	112,000	-	-	6,894,412	1,011,949	8,018,361
Total Revenues	1,382,374	76,291	(1,902,301)	15,717,495	(6,705,802)	8,568,056
Expenditures:						
Administration						
Salaries and Benefits	46,483	114,340	-	(509,876)	349,053	(0)
Office Expenses and Supplies	6,380	-	-	8,750	-	15,130
General Administration	(335,796)	5,000	-	572,509	80,203	321,916
Commission Meeting Per Diems	(24,695)	-	-	24,695	-	-
Project Management Services	250,000	-	-	1,365,504	-	1,615,504
Planning						
MTC Planning	189,579	-	-	-	-	189,579
County Wide Transportation Plan (CWTP)	450,818	-	-	-	-	450,818
CWTP Measure B Grant to CMA	(63,838)	-	-	-	63,838	-
Countywide Bicycle and Pedestrian Plan	-	104,926	-	-	-	104,926
Congestion Management Program	(152,955)	-	-	-	-	(152,955)
Transportation and Land Use	362,018	-	-	-	-	362,018
Transportation Planning	(54,075)	-	-	-	-	(54,075)
Travel Model Support	182,767	23,000	-	-	(23,000)	182,767
Bike to Work Day Assessment	21,000	20,000	-	-	(20,000)	21,000
Programs						
Programs Management	(142,033)	(410,000)	-	-	-	(552,033)
Guaranteed Ride Home Program	131,000	-	-	-	-	131,000
STIP Monitoring	150,000	-	(150,000)	-	-	-
Safe Routes to School	377,500	-	-	-	-	377,500
Bike Mobile Program	30,000	-	-	-	-	30,000
VRF Programming and Other Costs	-	839,225	-	-	(979,108)	(139,883)
Programming of Funds	-	445,370	(1,841,551)	-	(5,267,153)	(6,663,334)
Transportation Programming	19,350	-	-	-	-	19,350
Grant Awards	-	1,397,082	-	-	(301,816)	1,095,267
Capital Projects						
Capital Project Expenditures	-	-	-	47,280,628	(1,497,131)	45,783,497
Indirect Cost Recovery/Allocation						
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	211,254	-	-	-	889,312	1,100,566
ACTA Allocation	506,497	-	-	(506,497)	-	-
Total Expenditures	2,161,254	2,538,943	(1,991,551)	48,235,712	(6,705,802)	44,238,556
Net Change in Fund Balance	(778,880)	(2,462,653)	89,250	(32,518,217)	(0)	(35,670,500)
Projected Ending Fund Balance	\$ 169,705	\$ 3,168,551	\$ 86,853	\$ 36,550,456	\$ (0)	\$ 39,975,564

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Alameda County Congestion Management Agency
 Fiscal Year 2011-2012
 Proposed Capital Project Budget

Project	#	Currently			Proposed			Funding Sources		
		Adopted Capital Project Budget	Capital Project Budget Adjustments	Capital Project Budget	Capital Project Budget	Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources	
I-580 Landscape	764.0	\$ 350,000	\$ 50,000	\$ 400,000	\$ 50,000	\$ -	\$ 350,000	\$ -		
I-680 HOT Lane	710.4 & 710.5	1,745,000	3,847,083	5,592,083	2,495,000	-	1,964,000	1,133,083		
I-680 Northbound HOV / Express Lane	721.0	3,040,000	-	3,040,000	3,040,000	-	-	-		
I-80 Gilman Interchange Improvements	765.0	612,000	-	612,000	134,000	-	-	478,000		
I-580 PSR at 106th Eastbound Off-Ramp	735.0	172,905	-	172,905	-	-	172,905	-		
Smart Corridors Operation and Management	945.0	930,236	-	930,236	-	-	-	-		
Smart Corridors Operation and Management	945.1	-	-	-	-	-	-	-		
Caldecott Tunnel	917.0	-	(49,236)	881,000	881,000	-	-	-		
Center to Center Prog Comm Hub Tri-Valley SMART Corr	715.0	-	50,000	50,000	50,000	-	-	-		
I-880 North Safety & Op Improv 23rd&29th	717.0	8,350,000	1,434,491	9,784,491	317,292	2,759,446	6,259,648	448,105		
I-580 Eastbound HOV Lane	720.0	5,389,000	(140,000)	5,249,000	1,478,416	1,117,000	1,584	2,652,000		
I-580 Environmental Mitigation	720.3	764,072	-	764,072	-	764,072	-	-		
I-580 Eastbound Express (HOT) Lane	720.4	-	647,000	647,000	-	255,000	-	392,000		
I-580 Eastbound Auxiliary (AUX) Lane Project	720.5	-	1,572,000	1,572,000	1,297,000	200,000	-	75,000		
I-580 Right of Way Preservation	723.0	770,386	-	770,386	251,508	518,878	-	-		
I-580 Westbound HOV Lane	724.0	3,608,000	-	3,608,000	1,121,242	2,244,327	-	242,431		
I-580 Westbound HOT Lane	724.1	1,774,000	-	1,774,000	684,000	-	-	1,090,000		
Altamont Commuter Express	725.1	-	2,211,839	2,211,839	1,892,113	-	319,726	-		
I-880 Southbound HOV Lane	730.0	2,842,000	2,384,654	5,226,654	4,464,368	-	762,286	-		
Webster Street Smart Corridor	740.2	834,000	794,000	1,628,000	-	920,000	368,000	340,000		
I-680/880 Cross Connector PSR	770.0	356,000	-	356,000	-	-	-	-		
I-880 Integrated Corridor Mobility	791.0-6	15,704,298	(43,791)	15,660,507	1,292,609	100,000	14,267,898	-		
		\$ 47,241,897	\$ 13,494,945	\$ 60,736,842	\$ 20,304,548	\$ 8,878,723	\$ 24,702,952	\$ 6,850,619		

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**Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Proposed Capital Project Budget**

Project	#	Currently Adopted			Capital Project		Funding Sources						
		Capital Project Budget	Adjustments	Capital Project Budget	Proposed Capital Project Budget	Measure B	Regional RM2	State STIP RIP	Federal Demo	Federal STP			
ACE Capital Improvements	601.0	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BART Warm Springs Extension	602.0	32,166,000	-	-	32,166,000	32,166,000	-	-	-	-	-	-	-
BART Oakland Airport Connector	603.0	28,000,000	-	-	28,000,000	28,000,000	-	-	-	-	-	-	-
Downtown Oakland Streetscape	604.0	3,782,700	-	-	3,782,700	3,782,700	-	-	-	-	-	-	-
Union City Intermodal Station	606.0	-	3,903,353	-	3,903,353	3,903,353	-	-	-	-	-	-	-
Telegraph Avenue Bus Rapid Transit	607.1	1,000,000	1,083,346	-	2,083,346	2,083,346	-	-	-	-	-	-	-
San Pablo Avenue Corridor Transit	607.2	522,910	(522,910)	-	-	-	-	-	-	-	-	-	-
Telegraph Avenue Rapid Bus Service	607.3	560,436	(560,436)	-	-	-	-	-	-	-	-	-	-
I-680 Express Lane	608.0	5,475,815	-	-	5,475,815	5,475,815	-	-	-	-	-	-	-
Ironhorse Trail	609.0	-	-	-	-	-	-	-	-	-	-	-	-
I-880/Broadway-Jackson I/C	610.0	520,000	-	-	520,000	520,000	-	-	-	-	-	-	-
I-580 Castro Valley I/C	612.0	-	1,754,550	-	1,754,550	1,500,000	-	182,612	34,195	-	-	37,743	-
Lewelling/East Lewelling	613.0	4,043,286	-	-	4,043,286	4,043,286	-	-	-	-	-	-	-
I-580 Auxiliary Lanes - W/B Fallon to Tassajara	614.1	-	10,000	-	10,000	10,000	-	-	-	-	-	-	-
I-580 Auxiliary Lanes - W/B Fallon to Fallon	614.2	1,702,556	-	-	1,702,556	1,702,556	-	-	-	-	-	-	-
I-580 Auxiliary Lanes - E/B El Charro to Airway	614.3	2,468,535	-	-	2,468,535	2,468,535	-	-	-	-	-	-	-
Rte 92/Clawiter-Whitesell I/C	615.0	2,689,503	(2,468,535)	-	-	-	-	-	-	-	-	-	-
Hesperian/Lewelling Widening	617.1	599,622	-	-	599,622	599,622	-	-	-	-	-	-	-
Westgate Extension	618.1	2,050,000	1,600,000	-	3,650,000	3,650,000	-	-	-	-	-	-	-
E. 14th/Hesperian/150th Improvements	619.0	-	480,000	-	480,000	480,000	-	-	-	-	-	-	-
I-238 Widening	621.0	-	6,000,000	-	6,000,000	6,000,000	-	-	-	-	-	-	-
I-680/I-880 Cross Connector Study	622.0	492,517	-	-	492,517	492,517	-	-	-	-	-	-	-
Isabel - Route 84/I-580 I/C	623.0	2,863,816	12,136,184	-	15,000,000	15,000,000	-	-	-	-	-	-	-
Route 84 Expressway	624.0	9,280,629	4,054,066	-	13,334,695	13,334,695	-	-	-	-	-	-	-
Dumbarton Corridor	625.0	400,000	150,000	-	550,000	550,000	150,000	-	-	-	-	-	-
I-580 Corridor/BART to Livermore	626.0	1,777,323	-	-	1,777,323	1,777,323	-	-	-	-	-	-	-
Congestion Relief Emergency Fund - Unallocated	627.0	1,000,000	(1,000,000)	-	-	-	-	-	-	-	-	-	-
Congestion Relief Emergency Fund - I-80 ICM	627.2	725,521	529,689	-	1,255,210	1,255,210	-	-	-	-	-	-	-
I-880 23rd - 29th	627.3	-	1,000,000	-	1,000,000	1,000,000	-	-	-	-	-	-	-
CWTP/TEP Development	627.4	-	50,000	-	50,000	50,000	-	-	-	-	-	-	-
		\$ 104,121,169	\$ 28,199,307	\$ 28,199,307	\$ 132,320,476	\$ 131,915,926	\$ 150,000	\$ 182,612	\$ 34,195	\$ 34,195	\$ 37,743	\$ 37,743	\$ 37,743

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Alameda County Transportation Authority
Fiscal Year 2011-2012
Proposed Capital Project Budget

Project	#	Currently Adopted Capital		Capital Project Budget Adjustments		Proposed Capital Project Budget		Funding Source Measure B	
		Project Budget	Project Budget	Budget	Adjustments	Capital Project Budget	Capital Project Budget	Source	Measure B
I-880 to Mission Blvd. "Rte. 262" Interchange Reconstruction	501.0	\$	735,081	\$	-	\$	735,081	\$	735,081
I-880 to Mission Blvd. & E/W Connector	505.0		25,000,000		-		25,000,000		25,000,000
Route 238/Mission-Foothill-Jackson Corridor Improvement	506.0		20,000,000		5,000,000		25,000,000		25,000,000
I-580 Interchange Improvement Project in Castro Valley	507.0		1,500,000		-		1,500,000		1,500,000
Central Alameda County Freeway System Operational Analysis	508.0		1,000,000		-		1,000,000		1,000,000
Castro Valley Local Area Traffic Circulation Improvement	509.0		1,800,000		-		1,800,000		1,800,000
Project Closeout	500.0		100,000		-		100,000		100,000
BART Warm Springs Extension	WSX		-		-		-		-
			<u>\$ 50,135,081</u>		<u>\$ 5,000,000</u>		<u>\$ 55,135,081</u>		<u>\$ 55,135,081</u>

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**Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Proposed Budget Limitations Calculations**

Net Sales Tax	\$ 104,000,000	A
Investments & Other Income	<u>761,000</u>	B
 Funds Generated	 \$ 104,761,000	 C
 Salaries & Benefits	 \$ 908,155	 D
Other Admin Costs	<u>3,128,086</u>	E
Total Admin Costs	\$ 4,036,241	F
 Gross Sal & Ben to Net Sales Tax	 0.8732% = D/A	
 Gross Sal & Ben to Funds Generated	 0.8669% = D/C	
 Total Admin Costs to Net Sales Tax	 3.8810% = F/A	

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Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of the Semi-Annual Contract Equity Utilization Report and Contract Award Report for July 1, 2011 through December 31, 2011**

Recommendation

It is recommended that the Commission approve the attached Semi-Annual Local Business Contract Equity (LBCE) Program Utilization Report and Contract Award Report, for the period of July 1, 2011 to December 31, 2011. The contracts and contract payment data, which serve as a basis for this LBCE report, have been reviewed and accepted by the Commission's contract equity consultant, L. Luster and Associates.

Summary

On a semi-annual basis, Alameda CTC staff prepares the LBCE Utilization Report to provide the status and progress on the utilization of:

1. Local Business Enterprise (LBE)/Small Local Business Enterprise (SLBE) on active Measure B funded contracts awarded by the Commission and Sponsoring agencies; and
2. Minority-Owned Business Enterprise (MBE)/Woman-Owned Business Enterprise (WBE) participation on active contracts awarded by the Commission and sponsoring agencies that were exempted from the application of the Agency's LBCE Program and goals. Those Measure B funded contracts exempted from the LBCE Program and goals were those that had additional Federal and/or State funds, non-local funds, or with less than \$50,000 in contract value.

Semi-Annual Local Business Contract Equity (LBCE) Program Report with Goals

In the current reporting period there were a total of 36 active contracts with LBCE Program goals. Of these contracts, roughly 73% of payments (\$2.8 million) went to administrative and engineering firms certified as LBE, and 26% of payments (\$1.0 million) went to administrative and engineering firms certified as SLBE. The LBE goal of 70% was exceeded but the SLBE goal of 30% was not met in this reporting period; however in cumulative payments, the goal was exceeded. For construction contracts, roughly 46% of the payments went to LBE and 1% of the payments went to SLBE. These contracts were awarded in October 2009 and July 2011 with Good Faith Efforts (GFE). This information is shown on Tables 1 and 2.

Additional information collected for contracts with LBCE Program goals include:

- Very Small Local Business Enterprise (VSLBE) – 12% of payments (almost \$0.4million)
- Disadvantaged Business Enterprise (DBE) – 7% of payments (\$0.3million)
- Minority-Owned Business Enterprise (MBE) – 5% of payments (\$0.2million)
- Woman-Owned Business Enterprise (WBE) – 6% of payments (roughly \$0.2million)

Semi-Annual Local Business Contract Equity (LBCE) Program Report without Goals

There were 62 active contracts without LBCE Program goals in this reporting period, of which roughly 32% of payments (almost \$8 million) went to LBE certified firms, 5% of payments (over \$1 million) went to SLBE certified firms, 3% of payments (about \$0.7 million) went to VSLBE certified firms, 2% of payments (\$0.5 million) went to DBE certified firms, 2% or (\$0.4 million) went to MBE certified firms, and .04% of payments (\$.01 million) went to WBE certified firms. This information is shown on Table 3.

Contract Award Report

During the period of July 1, 2011 through December 31, 2011, the Alameda CTC awarded a total of twenty (20) contracts, fourteen (14) for engineering services and six (6) construction contracts for a combined total of over \$86 million. Of these, **over 99%** went to Alameda County Businesses or Sponsoring Agency. Capital projects are being delivered with approximately \$80 million of Measure B funds for the City of Hayward - Route 238/Mission Foothill-Jackson Corridor Improvement project. The prime contractor selected, Top Grade, is certified Local Business Enterprise, a good example of revolving local Measure B transportation tax dollars within the County. This information is shown on Table 4.

Background

In 1989, a program for the procurement of professional services was established which set goals of 70% for LBE, 25% for MBE, and 5% for WBE.

In 1995, a program for construction contracts that set overall participation goals of 60% for LBE, 33% for MBE, and 9% for WBE was approved. Those goals were based on a disparity study in addition to extensive public input from both the prime and minority contracting communities. Specific goals are set for each construction contract, based on biddable items and the availability of LBE/MBE/WBE firms.

As a result of the passage of Proposition 209 in 1996, and the United States Department of Transportation's issuance of the final ruling on the Disadvantaged Business Enterprise program in 2000, the MBE/WBE program and goal requirements were suspended. In lieu of the suspended MBE/WBE program, two new programs were adopted: the LBE/SLBE program for contracts funded with local dollars, and the DBE program for contracts funded with federal dollars. In January 2008, a Revised LBE/SLBE Program was adopted and renamed as the Local Business Contract Equity Program.

Revisions to the LBCE Program were aimed at increasing SLBE participation in all areas of the Agency contracting opportunities, particularly in construction contracting. The revised program became effective for eligible agency-led contracts as of February, 2008 and for all eligible sponsor-led projects awarded after July, 2008.

Utilization is determined semi-annually by collecting and analyzing financial data relative to the amounts awarded and paid to LBE, SLBE, VSLBE, DBE, MBE, and WBE prime and subcontractors in three contract categories:

- Administrative Services Contracts – many of the contracts in this group are annually renewed administrative services contracts to assist in the administration of the Measure B Program. These services include, but are not limited to, contract equity program, support, general counsel, federal and state legislative advocacy, auditors, financial advisors, information and computer services, and project and program and support teams.
- Engineering Services Contracts – contracts in this group are primarily engineering services contracts to assist the Agency in the development and delivery of capital projects.
- Construction Contracts – contracts in this group are specific to construction contracts awarded to builders of transportation facilities such as roadway and transit improvements.

Key information monitored and reported includes LBE, SLBE, VSLBE, DBE, MBE, and WBE utilization on all active contracts as of December 31, 2011.

Summary of Results for Current Reporting Period

TABLE 1 – Measure B-Funded Contracts with LBCE Program Goal Requirements LBE/SLBE Contracts: Goals = 70% for LBE; 30% for SLBE								
Contract Type	Number of Contracts	Payments from July 1, 2011 through December 31, 2011						
		Payment Amount	LBE %	SLBE %	VSLBE %	DBE %	MBE %	WBE %
Administrative	22	\$1,161,437	79%	53%	33%	11%	11%	13%
Engineering	14	\$2,716,683	71%	34%	7%	13%	5%	8%
Professional Services	36	\$3,878,120	73%	26%	12%	7%	5%	6%

TABLE 2 – Measure B-Funded Contracts with LBCE Program Goal Requirements LBE/SLBE Contracts: Goals = 60% for LBE; 20% for SLBE								
Contract Type	Number of Contracts	Payments from July 1, 2011 through December 31, 2011						
		Payment Amount	LBE %	SLBE %	VSLBE %	DBE %	MBE %	WBE %
Construction ^{1,2}	2	\$642,715	46%	1%	0%	0%	0%	0%
Construction	2	\$642,715	46%	1%	0%	0%	0%	0%

¹ Includes construction contracts where Good Faith Effort (GFE) was met and approved by the Board.

² The first contract was approved in October, 2009 with 53.32% LBE/15.52% SLBE and the second contract was approved in July, 2011 with 0% LBE/0% SLBE.

Contract Type	Number of Contracts	Payments from July 1, 2011 through December 31, 2011						
		Payment Amount	LBE %	SLBE %	VSLBE %	DBE %	MBE %	WBE %
Administrative	10	\$1,016,379	84%	44%	13%	44%	40%	6%
Engineering	37	\$1,296,356	56%	8%	7%	3%	0%	3%
Construction	15	\$21,378,748	28%	3%	2%	0%	0%	0%
All Industries	62	\$23,691,483	32%	5%	3%	2%	2%	.04%

Contract Type	Type of Funding	No. of Contracts	Total Contract Amount	Percent of Contract Amount	Amount Awarded to Alameda County Firms	% LBE Award	Amount Awarded to DBE Firms	% DBE Award
Engineering	Federal	2	\$129,300	0%	\$72,000	56%	\$0	0%
	State	2	\$1,170,000	1%	\$1,170,000	100%	\$0	0%
	Measure B	10	\$4,887,300	6%	\$4,695,366	96%	\$557,300	1%
Construction	Federal	0	\$0	0%	\$0	0%	\$0	0%
	State	0	\$0	0%	\$0	0%	\$0	0%
	Measure B	6	\$80,231,820	93%	\$80,000,000	100%	\$0	0%
Total		20	\$86,418,420	100%	\$85,937,366	98%	\$557,300	1%

Reporting Process

Data collection on all active and open contracts began on January 1, 2012, by surveying prime contractors and subcontractors for verification of payment amounts and timing. For the current reporting period, 71 payment verification survey forms were sent to prime contractors and subcontractors. Approximately 73% responded during the allotted time.

Staff utilized the same method of reporting from the last reporting period—January through June 2011—which included an automated summary of processed payments by vendor report and an automated utilization report generated from an in-house database (see Attachment A – Contract Equity Utilization Report).

Regarding billing and timely receipt of payments, approximately 92% of the respondents indicated that they had not experienced any billing-related issues and they had received timely payments from the project sponsors and/or prime contractors. None of the billing and payment-

related issues reported to the Commission required the assistance of the Contract Equity consultant and all issues were resolved prior to the development of this report.

The participation, data, and statistics, which serve as a basis for this report, have been independently reviewed and verified by the firm L. Luster and Associates. As stated in the attached letter from L. Luster and Associates (see Attachment B – Letter of Independent Review of Semi-Annual Contract Equity Utilization Report Data), this report was found to be materially accurate and complete.

Certification Update

As of February 16, 2012, there were a total of 272 Local Business Enterprises (LBEs) certified with the Commission, a 4% drop from prior reporting period of 284 certified firms. Of these, 181 were certified as SLBEs and 131 were certified VSLBEs. Table 5 summarizes by contract type the number of firms that were certified since July 1, 2011. During the reporting period, certification was granted to 25 firms, 17 firms were for administrative/engineering, 5 firms were for commodities and 3 firms were for construction.

Contract Type	LBE¹	SLBE²	VSLBE	# of Firms Certified this Reporting Period
Administrative/Engineering	17	15	12	17
Commodities/Vendors	5	5	3	5
Construction	3	2	1	3
Total	25	22	16	25

¹ Includes SLBE and VSLBE certified firms

² Includes VSLBE certified firms

Outreach Activities Update

The Alameda CTC staff participated in various community and business outreach events to encourage the business community to partake in Alameda CTC contracting opportunities and to get certified, as shown below:

Date:	Name of Event	Location	No. of Participants
July 7, 2011	Alameda County Fair	Pleasanton, CA	10,000+
July 12, 2011	Business Outreach	Oakland, CA	250+
July 15, 2011	Healthy Living Festival	Oakland, CA	500+
July 20, 2011	APBP Webinar	Oakland, CA	25
July 21, 2011	South County Transportation Forum	Union City, CA	50+
July 23, 2011	Day of Awareness Health Fair	Oakland, CA	100+
July 28, 2011	Calmentor Outreach	Oakland, CA	50+
August 6-7, 2011	Fremont Festival of the Arts	Fremont, CA	400,000+
August 8, 2011	Alameda County Commission on Aging	Oakland, CA	10+
August 10, 2011	10 th Annual Healthy Aging	Oakland, CA	500+

	Fair		
August 18, 2011	UC Berkeley Disabled Students Residence Program Welcome Week	Berkeley, CA	10+
August 27-28, 2011	Oakland Chinatown Street Festival	Oakland, CA	10,000+
September 7, 2011	Mayor's Commission on Aging Meeting	Oakland, CA	10+
September 11, 2011	Bike to Campus Day	Berkeley, CA	1,000+
September 11, 2011	Solano Avenue Stroll	Albany, CA	5,000+
September 16, 2011	14 th Annual Senior Resource Fair	San Leandro, CA	100+
September 17, 2011	Hayward Art and Wine Festival	Hayward, CA	5,000+
September 18, 2011	Newark Days Community Information Fair	Newark, CA	10,000+
September 21, 2011	League of Women Voters Transportation Forum	Newark, CA	25+
September 23, 2011	Kiwanis Club of Pleasanton	Pleasanton, CA	50+
October 1, 2011	Senior Fit Fair	Dublin, CA	100+
October 3, 2011	Berkeley Chamber of Commerce	Berkeley, CA	40+
October 5, 2011	Hayward Business Expo	Hayward, CA	150+
October 13, 2011	Annual Health Fair	San Leandro, CA	150+
October 20, 2011	North County Transportation Forum	Oakland, CA	40+
October 22, 2011	Pedal Fest	Oakland, CA	10,000+
October 25, 2011	12 th Annual Health and Resource Fair	Newark, CA	100+
October 27, 2011	Calmentor Mixer	Oakland, CA	100+
October 30, 2011	Dia De Los Muertos	Oakland, CA	40,000+
November 3, 2011	Construction Outreach - MTC	Oakland, CA	400+
November 5, 2011	ACCESS Resource Fair	Alameda, CA	100+
November 9, 2011	Pleasanton Chamber of Commerce – Economic Development Meeting	Pleasanton, CA	40+
November 9, 2011	Oakland Metropolitan Chamber of Commerce	Oakland, CA	40+
November 30, 2011	Multi-Cultural Holiday Mixer	San Leandro Chamber of Commerce	100+
December 5, 2011	Berkeley Chamber of Commerce – Governmental Affairs	Berkeley, CA	50
December 14, 2011	Alameda Alliance for Health	Alameda, CA	50+

Fiscal Impacts:

Approval of this Report has no fiscal impact.

Attachments:

- Attachment A: Semi-Annual Local Business Contract Equity Utilization Report
- Attachment B: Letter of Independent Review of Semi-Annual Local Business Contract Equity Program Utilization Report

Contract Equity Utilization Report

ATTACHMENT A

Reporting Period End Date: 12/31/11

Current Reporting Period Start Date:

7/1/11

End Date:

12/31/11

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period				
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE

Contract Type: Administrative Contracts

Goal Requirements of 70% for LBE and 30% for SLBE

I-02	ACTIA	A06-0011.1 - LanLogic, Inc.	\$256,567.39	\$250,138.32	\$3,060.00	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	ACTIA	A08-0018 - PFM ASSET MANAGEMENT, LLC	\$360,000.00	\$291,560.72	\$13,494.64	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A08-0019 - CHANDLER ASSET MANAGEMENT	\$360,000.00	\$313,742.00	\$6,979.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0002 - Nelson/Nygaard Consulting Associates	\$335,600.00	\$331,123.72	\$62,133.01	100.00%	28.64%	1.22%	27.42%	27.42%	72.58%	100.00%	27.84%	2.19%	25.65%	25.65%	74.35%	0.00%	0.00%	0.00%
	ACTIA	A10-0003 - Wendel, Rosen, Black & Dean	\$555,000.00	\$512,962.41	\$95,317.59	91.25%	1.60%	1.60%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0006 - Francis Fruzetti	\$125,000.00	\$123,218.43	\$14,524.43	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0007 - MV TRANSPORTATION INC	\$50,000.00	\$30,103.90	\$2,428.25	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0008 - Moore Iacofano Goltsman, Inc.	\$206,000.00	\$205,995.50	\$47,410.94	80.61%	26.73%	26.73%	46.12%	46.12%	46.12%	100.00%	30.56%	30.56%	43.08%	43.08%	43.08%	0.00%	0.00%	0.00%
	ACTIA	A10-0009 - St. Mini Cab Corporation	\$125,000.00	\$61,372.00	\$7,462.00	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0011 - The Gibbs Law Group, P.C.	\$90,000.00	\$90,000.00	\$7,500.00	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0013 - Rochelle Wheeler	\$279,100.00	\$250,702.52	\$110,397.27	79.32%	79.32%	79.32%	0.00%	0.00%	85.08%	79.50%	79.50%	0.00%	0.00%	0.00%	76.94%	0.00%	0.00%	0.00%
	ACTIA	A10-0014 - Acumen Building Enterprise, Inc.	\$642,000.00	\$629,228.90	\$105,242.44	100.00%	100.00%	4.14%	0.00%	0.00%	0.00%	100.00%	4.70%	4.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0015 - L. Luster & Associates	\$173,000.00	\$164,793.39	\$20,256.21	100.00%	100.00%	99.64%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0017 - Bay Area Program Management Group	\$1,665,790.00	\$1,649,856.89	\$333,384.39	81.61%	77.84%	49.51%	17.67%	17.67%	0.00%	74.43%	60.23%	36.92%	12.14%	12.14%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0018 - Lynn M Suter	\$54,723.00	\$52,516.80	\$4,376.40	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0019 - Maze and Associates	\$113,140.00	\$105,982.50	\$28,712.50	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0001 - Nelson/Nygaard Consulting Associates	\$339,280.00	\$121,770.82	\$121,770.82	100.00%	31.18%	0.10%	31.08%	31.08%	0.00%	100.00%	31.18%	0.10%	31.08%	31.08%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0003 - Rochelle Wheeler	\$205,553.00	\$89,958.95	\$89,958.95	88.76%	88.76%	4.19%	4.19%	4.19%	4.19%	88.76%	88.76%	4.19%	4.19%	0.00%	4.19%	0.00%	0.00%	0.00%
	ACTIA	A11-0004 - St. Mini Cab Corporation	\$115,000.00	\$19,226.00	\$19,226.00	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0008 - PFM ASSET MANAGEMENT, LLC	\$120,000.00	\$28,097.27	\$28,097.27	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0009 - CHANDLER ASSET MANAGEMENT	\$120,000.00	\$28,860.00	\$28,860.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0012 - MV TRANSPORTATION INC	\$50,000.00	\$10,845.00	\$10,845.00	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Summary for Administrative Contracts with Goal Requirements (22 detail records)

Total			\$5,362,056.04	\$1,161,437.11	\$1,161,437.11	76.30%	57.76%	30.72%	11.36%	11.29%	10.30%	78.78%	52.99%	32.77%	10.85%	10.52%	13.37%	0.00%	0.00%
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Exempt of Goal Requirements

I-02	ACTIA	A11-0006 - CJ Lake, LLC	\$60,000.00	\$25,149.57	\$25,149.57	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	ACTIA	A11-0015 - Suter, Wallaich, Corbett & Associates	\$60,000.00	\$25,000.00	\$25,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0020 - Moore Iacofano Goltsman, Inc.	\$350,140.00	\$93,074.33	\$93,074.33	94.10%	28.65%	28.65%	29.22%	5.90%	23.32%	94.10%	28.65%	28.65%	29.22%	5.90%	23.32%	0.00%	0.00%	0.00%

I-03

	ACTIA	A10-0005 - Bess Test Lab	\$100,000.00	\$9,787.50	\$6,742.50	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	ACTIA	A11-0002 - Wendel, Rosen, Black & Dean	\$800,000.00	\$186,966.60	\$186,966.60	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0007 - Koff and Associates, Inc.	\$65,000.00	\$15,877.77	\$15,877.77	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0010 - L. Luster & Associates	\$63,240.00	\$25,936.33	\$25,936.33	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0013 - Acumen Building Enterprise, Inc.	\$830,690.00	\$251,672.39	\$251,672.39	100.00%	100.00%	2.54%	98.00%	97.46%	0.53%	100.00%	100.00%	2.54%	98.00%	97.46%	0.53%	0.00%	0.00%	0.00%
	ACTIA	A11-0017 - Novani, LLC	\$110,000.00	\$57,416.46	\$57,416.46	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0018 - Moffatt & Nichol	\$3,132,499.50	\$328,543.19	\$328,543.19	86.87%	37.97%	16.71%	22.46%	22.46%	0.00%	86.87%	37.97%	16.71%	22.46%	22.46%	0.00%	0.00%	0.00%	0.00%

Summary for Administrative Contracts without Goal Requirements (10 detail records)

Total			\$1,019,424.14	\$1,016,379.14	\$1,016,379.14	83.72%	43.64%	12.73%	43.83%	40.02%	6.36%	83.97%	43.77%	12.77%	43.97%	40.14%	6.38%	0.00%	0.00%
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Contract Equity Utilization Report

ATTACHMENT A

Reporting Period End Date: 12/31/11

Current Reporting Period Start Date:

7/1/11

End Date:

12/31/11

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period					
					LBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE
Summary for all Administrative Contracts with and without Goal Requirements (32 detail records)															
Total		\$6,381,480.18	\$2,177,816.25	77.48%	55.50%	27.84%	16.54%	15.88%	9.67%	81.20%	48.69%	23.43%	26.30%	24.34%	10.11%
Contract Type: Construction Contracts (including Sponsor Lead)															
Goal Requirements of 60% for LBE and 20% for SLBE															
A07-0001															
12	A11-0036 - Forster and Kroeger, Inc.	\$231,820.00	\$6,642.00	\$6,642.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Summary for Construction Contracts (including Sponsor Lead) with Goal Requirements (1 detail record)															
Total		\$6,642.00	\$6,642.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Exempt of Goal Requirements															
2003-01															
01	06 - ACCMA	\$711,375.92	\$182,875.92	\$182,875.92	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A06-0020															
06	A06-0020 - Union City	\$12,561,000.00	\$12,494,908.89	\$3,837,261.63	2.73%	0.14%	0.00%	0.04%	0.00%	1.61%	0.00%	0.00%	0.00%	0.00%	0.00%
A07-0001															
12	A08-0047 - RGW Construction Company	\$14,200,000.00	\$14,108,737.11	\$27,166.36	64.05%	0.00%	0.00%	0.00%	0.00%	0.88%	0.00%	0.00%	0.00%	0.00%	0.00%
Summary for Construction Contracts (including Sponsor Lead) without Goal Requirements (3 detail records)															
Total		\$26,786,521.92	\$4,047,303.91	35.01%	0.06%	0.00%	0.02%	0.00%	0.00%	1.53%	0.00%	0.00%	0.00%	0.00%	0.00%
Summary for all Construction Contracts (including Sponsor Lead) with and without Goal Requirements (4 detail records)															
Total		\$26,793,163.92	\$4,053,945.91	35.00%	0.06%	0.00%	0.02%	0.00%	0.00%	1.53%	0.00%	0.00%	0.00%	0.00%	0.00%
Contract Type: Cooperative Agreement with CalTrans															
Exempt of Goal Requirements															
I-01															
21	4-1925 - CALTRANS	\$71,055,382.00	\$69,991,740.05	\$69,991,740.05	12.14%	0.00%	0.35%	0.00%	0.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Summary for Cooperative Agreement with CalTrans without Goal Requirements (1 detail record)															
Total		\$69,991,740.05	12.14%	0.00%	0.35%	0.00%	0.35%	0.00%	0.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.35%
Summary for all Cooperative Agreement with CalTrans with and without Goal Requirements (1 detail record)															
Total		\$69,991,740.05	12.14%	0.00%	0.35%	0.00%	0.35%	0.00%	0.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.35%
Contract Type: Funding Agreement															
Goal Requirements of 60% for LBE and 20% for SLBE															
A06-0022															
13	A06-0022 - Alameda County	\$6,745,286.00	\$1,169,137.76	\$636,073.53	70.08%	1.08%	0.00%	0.00%	0.00%	46.71%	1.47%	0.00%	0.00%	0.00%	0.00%
Summary for Funding Agreement with Goal Requirements (1 detail record)															
Total		\$1,169,137.76	\$636,073.53	70.08%	1.08%	0.00%	0.00%	0.00%	0.00%	46.71%	1.47%	0.00%	0.00%	0.00%	0.00%
Exempt of Goal Requirements															
A09-0013															
02	01 - BART	\$57,803,367.09	\$30,911,388.94	\$4,179,477.99	6.73%	2.28%	0.04%	13.66%	13.50%	14.40%	0.76%	0.03%	0.00%	0.00%	0.00%
A10-0027															
02	A10-0027 - BART	\$57,498,823.07	\$6,411,807.00	\$6,411,807.00	35.96%	3.16%	0.78%	0.00%	0.00%	35.96%	3.16%	0.78%	0.00%	0.00%	0.00%
A08-0003-A															
14A	A08-0003-A - ACCMA	\$1,466,833.88	\$4,100.00	\$4,100.00	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
A09-0012															

Contract Equity Utilization Report

ATTACHMENT A

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7/1/11

End Date:

12/31/11

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period									
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE			
19	A09-0012 - San Leandro	\$247,436.00	\$36,876.46		96.96%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%								
A05-0051																			
22	01 - ACCMA	\$757,323.82	\$382,303.15		97.09%	52.67%	0.00%	0.00%	0.00%	0.00%	0.00%								
A07-0058																			
23	01 - Livermore	\$1,613,000.00	\$894,954.39		91.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%								
A08-0045																			
23	01 - Livermore	\$21,730,156.89	\$1,368,558.58		30.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%								
A06-0046																			
25	01 - San Mateo County Transportation Authority	\$260,828.37	\$671.89	\$671.89	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
A07-0038																			
26	01 - ACCMA	\$2,141,477.30	\$611,413.66		98.82%	0.47%	0.00%	0.00%	0.00%	0.00%	0.00%								
AA10-0011																			
27C	AA10-0011 - ACCMA	\$750,000.00	\$750,000.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%								
AA09-0002																			
MB 238	AA09-0002 - City of Hayward	\$50,006,104.10	\$17,309,198.78	\$6,739,488.53	61.82%	5.16%	4.97%	0.00%	0.00%	0.00%	0.00%	43.96%	6.26%	6.09%	0.00%	0.00%	0.00%	0.00%	
Summary for Funding Agreement without Goal Requirements (11 detail records)					29.53%	3.42%	1.57%	7.20%	7.11%	0.76%	33.87%	3.79%	2.67%	0.00%	0.00%	0.00%	0.00%	0.00%	
Total		\$58,681,272.85	\$17,331,445.41	\$17,967,518.94	30.32%	3.38%	1.54%	7.05%	6.97%	0.75%	34.32%	3.71%	2.57%	0.00%	0.00%	0.00%	0.00%	0.00%	
Summary for all Funding Agreement with and without Goal Requirements (12 detail records)					30.32%	3.38%	1.54%	7.05%	6.97%	0.75%	34.32%	3.71%	2.57%	0.00%	0.00%	0.00%	0.00%	0.00%	
Total		\$59,850,410.61	\$17,967,518.94	\$17,967,518.94	30.32%	3.38%	1.54%	7.05%	6.97%	0.75%	34.32%	3.71%	2.57%	0.00%	0.00%	0.00%	0.00%	0.00%	
Contract Type: Professional Services/Engineering Contracts																			
Goal Requirements of 70% for LBE and 30% for SLBE																			
A06-0021																			
10	A06-0043 - Kimley-Horn and Associates Inc.	\$1,480,000.00	\$1,479,972.09	\$14,323.24	97.78%	29.73%	0.00%	11.66%	11.66%	0.00%	11.66%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
10	A09-0037 - WMH Corporation	\$400,000.00	\$400,000.00	\$23,500.46	89.42%	89.42%	70.26%	0.00%	0.00%	0.00%	0.00%	78.94%	78.94%	78.94%	0.00%	0.00%	0.00%	0.00%	
A07-0001																			
12	A05-0045 - Mark Thomas & Company, Inc.	\$3,831,900.91	\$3,791,110.25	\$43,697.50	83.06%	26.96%	0.31%	14.32%	8.77%	5.55%	33.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
12	A07-0037 - S & C Engineers	\$2,796,971.00	\$2,683,688.08	\$69,529.35	100.00%	91.93%	0.10%	8.95%	8.95%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	
I-01																			
21	2001-05 - PBQD, Inc.	\$13,115,000.00	\$12,954,602.06	\$2,979.38	94.87%	31.92%	0.00%	33.02%	15.82%	29.65%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
A05-0001																			
24	A05-0004 - URS Corporation Americas	\$11,442,071.19	\$11,349,264.21	\$417,786.68	85.24%	32.26%	0.00%	31.97%	23.42%	5.37%	75.76%	8.61%	0.00%	9.86%	4.57%	4.04%			
A07-0053																			
24	A09-0033 - PB Americas, Inc.	\$5,289,118.00	\$45,925.90		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%									
28-100																			
28	A10-0026 - HOE, Inc.	\$977,884.00	\$371,926.12	\$175,828.87	98.44%	85.41%	79.39%	79.39%	0.00%	79.39%	99.17%	79.41%	73.35%	73.35%	0.00%	0.00%	0.00%	73.35%	
I-02																			
ACTIA	A10-0021 - EISEN/LETUNIC	\$249,250.00	\$153,760.75	\$58,931.47	70.39%	47.13%	0.00%	42.40%	0.00%	42.40%	76.95%	76.95%	54.87%	42.53%	0.00%	0.00%	0.00%	42.53%	
ACTIA	ACTA A10-0007 - EMC Research Inc.	\$100,000.00	\$75,351.12	\$37,431.64	49.45%	49.45%	0.00%	0.00%	0.00%	0.00%	49.17%	49.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
226-100																			
MB 226	AA07-0001 - TY Lin International/CCS	\$5,357,490.00	\$5,357,435.24		99.36%	29.63%	0.00%	20.13%	17.31%	2.82%									
MB 226	AA07-0001-1 - TY Lin International/CCS	\$8,654,950.00	\$7,504,517.48	\$1,426,424.70	87.72%	23.35%	0.00%	0.00%	0.00%	0.00%	62.67%	25.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
AA08-0001																			
MB 238	02 - Mark Thomas & Company, Inc.	\$7,500,000.00	\$7,262,308.12	\$446,250.41	90.28%	33.99%	0.00%	16.63%	11.53%	5.10%	79.90%	52.63%	0.00%	36.10%	25.59%	10.51%			

Contract Equity Utilization Report

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7/1/11

End Date:

12/31/11


Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period						
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE
ACTIA	L10-003 - ACCMA	\$25,000.00	\$22,531.88		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
ACTIA	L11-0005 - Huntsman Architectural Group	\$1,500.00	\$1,125.00	\$1,125.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
ACTIA	L11-0006 - Robyn E. Anderson	\$6,000.00	\$5,150.00	\$5,150.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
ACTIA	L11-0008 - Swanson Sound Service, Inc.	\$1,140.00	\$1,140.00	\$1,140.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
I-03																
ACTIA	ACTC A10-0003 - Nelson\Nygaard Consulting Associates	\$723,415.00	\$687,617.07	\$290,134.24	96.58%	12.50%	12.50%	2.97%	0.64%	2.34%	96.50%	20.72%	20.72%	3.50%	1.51%	1.98%
ACTIA	ACTC A10-0004 - Nelson\Nygaard Consulting Associates	\$983,884.00	\$450,667.66	\$429,222.51	54.78%	7.47%	7.47%	6.55%	0.08%	6.47%	53.41%	7.85%	7.85%	6.87%	0.09%	6.79%
225-200																
MB 225	AA07-XXX3 - EverGreen LandCare Inc.	\$5,000.00	\$5,000.00	\$5,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A99-0003																
MB196	A99-0003 - PBQD, Inc.	\$7,999,276.00	\$7,627,432.17		85.58%	17.63%	0.00%	11.04%	8.00%	3.03%						
Summary for Professional Services/Engineering Contracts without Goal Requirements (37 detail records)																
Total			\$24,546,600.17	\$1,296,356.91	61.81%	8.25%	0.59%	6.66%	5.06%	1.60%	55.99%	8.22%	7.24%	3.06%	0.37%	2.69%
Summary for all Professional Services/Engineering Contracts with and without Goal Requirements (51 detail records)																
Total			\$79,183,461.59	\$4,013,040.61	81.97%	26.24%	1.05%	16.61%	10.68%	7.50%	66.06%	25.65%	6.82%	9.87%	3.44%	6.30%
Summary of All Active Contracts with and without Goal Requirements			\$242,200,256.35	\$28,212,321.71	43.72%	10.88%	1.46%	7.71%	5.63%	2.99%	37.74%	9.77%	4.42%	3.43%	2.37%	1.68%

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L. Luster & Associates

To: Tess Lengyel, Alameda CTC

From:  Joan Fisher, L. Luster & Associates

CC: Dr. Laura Luster, L. Luster & Associates

Date: February 22, 2012

RE: Independent Review of ACTIA Semi-Annual Contract Equity Utilization Report Data for the period July 1, 2011 through December 31, 2011

L. Luster & Associates (LLA) has reviewed ACTIA payment and vendor data for the period July 1, 2011 through December 31, 2011 provided by Alameda CTC staff.

LLA conducted a review of physical contract/agreement files, payment invoices, and responses to vendor questionnaires providing quality control and data integrity for all payments made to vendors on contracts with Local Business Contract Equity goals within the above referenced period.

LLA met with staff and presented its findings. Staff satisfactorily responded to all issues identified and presented.

Having completed the review process, L. Luster & Associates finds no material defects in the ACTIA Semi-Annual Contract Equity Utilization Report Data for the period July 1, 2011 through December 31, 2011.

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Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Update on the Procurement of the Independent Financial Audit Services Contract and Related Activities

Recommendation

This Item is for Information only. No action is requested.

Summary

The former Alameda County Congestion Management Agency (ACCMA) and Alameda County Transportation Improvement Authority (ACTIA) had previously contracted with separate financial audit consultants, Kevin W. Harper CPA & Associates and Maze & Associates, respectively, to audit its financial statements and perform Single Audits through fiscal years ending 2010-2011. The termination of ACCMA and ACTIA in February 2012 warranted a need to consolidate the financial audit services into one contract and issue a Request for Proposals (RFP) to select, negotiate, and award a new contract with one financial audit consultant. The scope of work in the RFP included preparation of audit reports for ACTIA for the period July 1, 2011 through dissolution, ACCMA for the period July 1, 2011 through dissolution, Alameda CTC for fiscal years 2011-12, 2012-13, and 2013-14, and the Sunol Smart Carpool Lane JPA for fiscal years 2011-12, 2012-13, and 2013-14.

The governing body of the Alameda CTC at its December 1, 2011 meeting approved the issuance of the independent financial audit services RFP. The Alameda CTC issued an RFP for these services on December 9, 2011, and a pre-proposal meeting was held at the Alameda CTC offices on January 5, 2012, to which eight (8) firms were in attendance. Proposals were submitted in response to the RFP from the following five (5) firms by the January 17, 2012 due date:

1. Caporicci & Larson, Inc., a subsidiary of Marcum LLP
2. Macias Gini & O'Connell LLP
3. Maze & Associates
4. R.J. Ricciardi, Inc.
5. Vavrinek, Trine, Day & Company, LLP

In the technical proposal review phase, the Consultant Selection Panel, consisting of staff and a representative from the Transportation Authority of Marin, evaluated and scored each of the

proposals using the criteria identified in the RFP. Based on the panelists' scores, the following three (3) firms were invited to advance to the interview phase, and interviews were held on February 10, 2012:

1. Macias Gini & O'Connell LLP
2. Maze & Associates
3. Vavrinek, Trine, Day & Company, LLP

The interview process allowed the panelists to ask a comprehensive set of questions in a face-to-face setting and independently evaluate the responses. Though all of the shortlisted firms met the minimum experience required in this field, the responses and capabilities were wide-ranging, providing the panelists objective bases to score each response. The panelists used the criteria spelled out in the RFP to score the interviewing firms and determine the final ranking. The criteria were:

1. Knowledge and understanding of the required services and scope of work;
2. Management approach and staffing plan to perform the scope of the work;
3. Qualifications of the proposed financial audit team; and
4. Effectiveness of interview discussions and presentation.

After careful review of each proposal and consideration of the interview process, the Consultant Selection Panel came to a unanimous decision in their selection of the top-ranked firm, Vavrinek, Trine, Day & Company, LLP (VTD), a certified Local Business Equity firm with an office in Pleasanton. Staff met with an Audit Committee on January 9, 2012, to review the procurement process, assess the panelists' recommendation of the top-ranked firm, and discuss the next steps of the procurement process. With the Audit Committee's support, staff moved forward with negotiations with the top-ranked firm which were completed on February 23, 2012, and will award a contract with VTD to perform the desired services beginning April 1, 2012.

Background

The financial audit services contracts provided the required independent financial audits of ACTIA's and ACCMA's financial statements, issuance of separate audit reports, completion of the Federal Single Audit report, if applicable, and a report on ACTIA's Limitations Worksheet, which attests that ACTIA has complied with the administrative cost limitation required by the Transportation Expenditure Plan approved by the voters in November, 2000. ACTIA contracted with Maze & Associates and the ACCMA contracted with Kevin W. Harper, CPA & Associates for their independent audits. The term for both of these contracts covered the required, separate audits through the fiscal year ended June 30, 2011.

The new financial audit services contract will provide the required independent financial audits for the Alameda CTC including the required Single Audit for the use of Federal funds as well as the termination audits for ACTIA and the ACCMA. This includes preparation of all required audit reports for ACTIA and ACCMA for the period July 1, 2011 through dissolution, Alameda CTC for fiscal years 2011-12, 2012-13, and 2013-14, and the Sunol Smart Carpool Lane JPA for fiscal years 2011-12, 2012-13, and 2013-14.

Fiscal Impact

The cost of the financial audit services for the VTD contract will be fixed at \$72,500 for the ACCMA, ACTIA and Alameda CTC fiscal year 2011-12 audits, \$65,500 for the Alameda CTC

fiscal year 2012-13 audit, and \$68,500 for the Alameda CTC fiscal year 2013-14 audit. The cost of the financial audit services for the Sunol Smart Carpool Lane JPA will be fixed at \$5,000 for fiscal year 2011-12, \$4,500 for fiscal year 2012-13, and \$4,500 for fiscal year 2013-14. The total not-to-exceed amount of the VTD contract is \$220,500.

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Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Approval of Amendment No. 1 to the Professional Services Agreement with Moffatt & Nichol (A11-0018) for Additional and Deferred Project Management and Delivery Services

Recommendation

It is recommended that the Commission approve Amendment No. 1 to the professional services agreement with Moffatt & Nichol (M&N) to increase the agreement budget in the not-to-exceed amount of \$775,000, for additional and unanticipated project management and project delivery services to meet the various State-mandated project delivery deadlines of various state funded capital projects.

Summary

Additional budget is necessary for the M&N agreement due to major changes to the internal agency project delivery management staffing since the original contract negotiations were completed, and the recent ramp up in State Infrastructure Bond funded projects and other projects to meet the recently imposed aggressive funding deadlines as outlined below. The requested contract budget increase of \$775,000 is proposed to be funded from the previously approved prior year (FY 2010-11) unexpended contract budget rollover in the amount of \$250,000 and specific capital projects' grants in the amount of \$525,000. The originally approved FY2011-12 contract budget is \$3,300,000. Approval of the requested contract amendment would create a new contract in the amount of \$4,075,000.

The recommended amendment is intended to provide additional resources for the following activities not included in the original agreement for FY2011-12:

1. Delivery of critical state bond funded projects to meet the statutory funding deadline imposed by the California Transportation Commission (CTC);
2. Assistance with the increased need for right-of-way transactions as a result of project acceleration to meet funding deadlines;
3. Increased assistance for utility coordination services as a result of project acceleration to meet funding deadlines;

4. Provide assistance to Alameda CTC in assuming the responsibility and day-to-day operation of the I-680 Sunol Smart Carpool Lane JPA; and,
5. Provide assistance and resources for project delivery management functions that were historically carried out by agency project managers, most of whom have recently separated from the agency.

Discussion/Background

The professional services agreement with M&N is the Alameda CTC's largest annually renewed contract and is considered an extension of staff, which is necessary to deliver the valuable transportation projects to which the Alameda CTC has committed. The M&N team provides services related to managing, monitoring and overseeing the Alameda CTC's program of capital projects (project management and project delivery services) and is approved on an annual basis.

A savings in excess of \$250,000 was identified in the FY2010-11 budget for project management and project delivery services budget for management of the Measure B capital projects. The savings from the previous fiscal year were, in part, due to deferring certain activities from last year to the current year. If the recommended amendment is approved, the amended contract total for FY2011-12 will be \$4,075,000.

Fiscal Impact

The recommended amendment to the M&N agreement of \$775,000 will be funded with \$250,000 of unused, approved contract budget from FY2010-11, and the balance of \$525,000 will be funded with capital funds through various project grants and Measure B capital project funds. This amendment has been accounted for in the mid-year budget update, also presented for approval at this meeting.



Memorandum

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of an Amendment to the Moore Iacofano Goltsman Inc. Contract for Strategic Communications and Outreach Services**

Recommendation

It is recommended that the Commission approve an amendment to the existing Moore Iacofano Goltsman Inc. (MIG Communications) contract in the not-to-exceed amount of \$60,000 to add staffing capabilities to allow for additional communications and outreach services required through June 30, 2012.

Summary

At the end of February, 2012, an Alameda CTC staff person who was working on communications and outreach activities resigned from the agency. Due to the high level of outreach activities underway at the Alameda CTC and the tight timeframe in which these tasks must be implemented, an augmentation to the MIG Communications contract to provide a replacement for these services is recommended. Approval of this action will allow MIG Communications to provide the required staff for the work underway beginning in April, 2012.

Background

MIG Communications has performed media, communications and outreach services for the Alameda CTC for several years and has also been engaged as a sub-consultant to Nelson\Nygaard for the development of the Transportation Expenditure Plan. Due to the departure of a staff person from the Alameda CTC as of the end of February, augmenting the MIG Communications contract to assist the Alameda CTC with outreach efforts will enable the communications and outreach work related to the Transportation Expenditure Plan required over the next few months to continue seamlessly and without interruption.

Fiscal Impact

The approval of the recommended amendment to the MIG Communications contract of \$60,000 to the current \$350,140 contract would bring the new total contract amount to \$410,140. Funding for this amendment has been included in the mid-year budget update also presented for approval at this meeting.

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
 Roster and Attendance Fiscal Year 2011/2012

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '11*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Oct-11	Oct-13	0
2	Ms.	Welsh, Vice-Chair	Ann	Pleasanton	Alameda County Mayors' Conference, D-1	Oct-09	Oct-11	Oct-13	0
3	Mr.	Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	2
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11	1
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-10	Sep-12	0
7	Mr.	Kirby	Glenn	Hayward	Alameda County Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	Jan-12	3
8	Ms.	LaVigne	Diana	Fremont	Alameda County Mayors' Conference, D-2	Jan-12		Jan-14	0
9	Mr.	Van Demark	Tom	Oakland	Alameda County Supervisor Nate Miley, District 4	Oct-04	Jan-09	Jan-11	3
10	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	
12		Vacancy			Transit Agency				

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Alameda County Transportation Commission
 Citizen Advisory Committee
 Roster and Attendance
 Fiscal Year 2011/2012

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
1	Ms. Dorsey, Chair	Cynthia	Cynthia	Oakland	Alameda County Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
2	Mr. Ferrier, Vice-Chair	Barry	Barry	Union City	City of Union City Mayor Mark Green	Jan-04	Jan-10	Jan-12	0
3	Ms. Chinn	Val	Val	Hayward	City of Livermore Mayor John Marchand	Dec-99	Jan-12	Jan-14	0
4	Mr. Collier	Joseph	Joseph	San Leandro	City of San Leandro Councilmember Joyce Starosciak	Dec-09	Jan-12	Jan-14	0
5	Ms. Hilliard	Frances	Frances	Oakland	City of Oakland Councilmember Larry Ried	Jun-02	Feb-10	Feb-12	0
6	Mr. Jefferson	Alton	Alton	San Leandro	Alameda County Supervisor Wilma Chan, D-3	Sep-08	Sep-10	Sep-12	1
7	Dr. Jindal	Roop	Roop	Hayward	Alameda County Supervisor Scott Haggerty, D-1	Oct-03	Jan-12	Jan-14	0
8	Ms. LePell	Audrey	Audrey	Hayward	City of Hayward Councilmember Olden Henson	May-04	Jan-12	Jan-14	0
9	Ms. Lorenzana-Campo	Pilar	Pilar	Oakland	City of Oakland Councilmember Rebecca Kaplan	May-10	Jan-12	Jan-14	3
10	Mr. Mann	Harpal	Harpal	Union City	Alameda County Supervisor Nadia Lockyer, D-2	Mar-11		Mar-13	1
11	Mr. Posson	Mark	Mark	Pleasanton	City of Pleasanton Mayor Jennifer Hosterman	Jan-12		Jan-14	0

**Alameda County Transportation Commission
 Citizen Advisory Committee
 Roster and Attendance
 Fiscal Year 2011/2012**

	Title	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July '11*
12	Ms.	Powell	Michelle	Fremont	City of Fremont Vice Mayor Suzanne Chan,	Jan-12		Jan-14	0
13	Mr.	Repar	John	Union City	City of Newark Vice Mayor Luis Freitas	Mar-11	Jan-12	Jan-14	0
14		Vacancy			Alameda County Supervisor Nate Miley, D-4				
15		Vacancy			AC Transit Director Greg Harper				
16		Vacancy			BART Director Tom Blalock				
17		Vacancy			City of Alameda Vice Mayor Rob Bonta				
18		Vacancy			City of Albany Mayor Farid Javandel				
19		Vacancy			City of Berkeley Councilmember Laurie Capitelli				
20		Vacancy			City of Dublin Mayor Tim Sbranti				
21		Vacancy			City of Emeryville Councilmember Ruth Atkin				
22		Vacancy			City of Piedmont Vice Mayor John Chiang				

**Alameda County Transportation Commission
Citizens Watchdog Committee
Roster and Attendance
Fiscal Year 2011-2012**

	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
1	Mr. Paxson, Chair	James	Pleasanton	East Bay Economic Development Alliance	Apr-01		N/A	0
2	Ms. Saunders, Vice-Chair	Harriette	Alameda	Paratransit Advisory and Planning Committee	Jul-09		N/A	0
3	Ms. Belchamber	Pamela	Berkeley	Alameda County Mayors' Conference, D-5	Mar-09	Apr-11	Apr-13	4
4	Ms. Brady	Petra Olivia	Oakland	Alameda County Mayors' Conference, D-4	Oct-11		Oct-13	1
5	Mr. Chavarin	Roger	Oakland	Alameda Labor Council AFL-CIO	Dec-08		N/A	1
6	Mr. Dubinsky	Peter "Mike"	Fremont	Alameda County Supervisor Nadia Lockyer, D-2	Oct-10		Oct-12	0
7	Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	4
8	Mr. Haussener	James	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-10		Feb-12	1
9	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		N/A	4
10	Ms. Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Oct-11	Oct-13	2
11	Mr. Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09		Jun-11	0

Alameda County Transportation Commission
Citizens Watchdog Committee
Roster and Attendance
Fiscal Year 2011-2012

12	Vacancy									
13	Vacancy			Alameda County Mayors' Conference, D-1						
14	Vacancy			Alameda County Mayors' Conference, D-3						
15	Vacancy			League of Women Voters						
16	Vacancy			Sierra Club						
17	Vacancy			Alameda County Supervisor Scott Haggerty, D-1						
	Vacancy			Supervisor Wilma Chan, D-3						



Paratransit Advisory and Planning Committee Meeting Minutes Monday, January 23, 2012, 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

<u>P</u> Matt Todd, Manager of Programming	<u>P</u> Vida LePol, Acumen Building Enterprise, Inc.
<u>P</u> John Hemiup, Senior Transportation Engineer	<u>P</u> Richard Weiner, Nelson Nygaard
<u>P</u> Naomi Armenta, Paratransit Coordinator	<u>A</u> Cathleen Sullivan, Nelson/Nygaard
<u>P</u> Krystle Pasco, Paratransit Coordination Team	

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 1:03 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Kim Huffman, AC Transit; Reba Knickerbocker, Bay Outreach & Recreation Program (BORP); Michelle Taylor Lagunas, United Seniors of Oakland and Alameda County (USOAC); Hakeim McGee, City of Oakland; Mallory Nestor, AC Transit; Gail Payne, City of Alameda; Laura Timothy, BART; Jeff Weiss, Bay Area Community Services (BACS); Craig A. Wingate, USOAC

2. Public Comments

There were no public comments.

3. Approval of November 28, 2011 Minutes

A member requested a correction to the minutes as follows:

- On page 6 under Item 8, change “Sylvia Stadmire reported that BART is getting about 80 new seats,” to “Sylvia Stadmire reported that BART is getting new seats.”

Herb Hastings moved that PAPCO approve the November 28, 2011 meeting minutes as amended. Esther Waltz seconded the motion. The motion carried unanimously (16-0).

4. Recommendation on the Funding Formula

Sylvia Stadmire informed members that the Joint PAPCO and Paratransit Technical Advisory Committee (TAC) Funding Formula Subcommittee met on December 05, 2011 to continue the work done by TAC and PAPCO. She said the committee talked in great depth about possible factors and data and came to a consensus on a Proposed Funding Formula. She thanked all attendees for their hard work and their contribution to the subcommittee.

Richard Weiner introduced the discussion on the proposed funding formula to replace the current funding formula, which expires in June 2012. Non-mandated funds for paratransit services specified in the Measure B Expenditure Plan (3.39 percent of Measure B revenues) are distributed based on the formula developed by PAPCO that determines how much funding each city receives from the planning area total. He said the proposed funding formula addresses the key elements of age, income, and disability.

Questions and feedback from members:

- One member was concerned about the differences in distribution between mandated and non-mandated funding. Staff stated that the mandated and non-mandated funding distribution is set and funds cannot be transferred between them.

Joyce Jacobson moved to adopt the formula as presented, and Esther Ann Waltz seconded the motion. The motion carried with one abstention (15-1).

5. Discussion on Gap Policy

Naomi Armenta gave a presentation on the Paratransit Gap Grant Program including an overview, history, and the guidelines for allocating Gap Grant funds. She said PAPCO has always had the responsibility to allocate Gap funding. PAPCO has identified priority projects and programs for Gap funding that included implementing a range of services, filling emergency gaps, maximizing use of accessible transit, and expanding community education and information.

Naomi stated that the Commission has extended existing Gap Grants twice for a year, and our proposal is to extend the eligible Gap Cycle 4 grants through fiscal year 2012-2013 (FY 12-13) to help programs bridge the gap until the passage of the next transportation sales tax measure, which should be on the ballot in November this year. If it passes, it will provide more options for funding. She asked members if they support extending these eligible Gaps Cycle 4 grants for one more year. The majority of members indicated they were in favor.

Questions/feedback from the members:

- How much will be left in the Gap Grant fund by end of the year? Staff can report back with that figure.
- Regarding the Implementation Guidelines Assistance, will \$50,000 annually be sufficient? Staff stated that we could add to it, but we want to wait to see if Measure B will pass first, since these are new proposals.
- What happens to the \$100,000 for grant matching if it's not used? Staff stated that it stays in the Gap fund. It has been requested twice for New Freedom. If a request is made, the committee will review it and then take it to the Board.
- How much will be set aside for the "rainy day fund?" Staff stated that Alameda CTC is evaluating how much money to allocate to the Rainy Day Fund.
- The committee discussed concerns about the sustainability of pilots. Staff noted the different funding streams, and how they hope to address that.
- The committee discussed a desire to have performance measured in an objective quantitative way. Staff concurred.

6. Recommendation on Annually Renewed Paratransit Coordination Contract

John Hemiup gave a brief progress report of the contract with Nelson\Nygaard. He summarized the major activities of the Measure B Paratransit Coordination Team for FY 11-12. He said their goal has been and will continue to be to provide high-quality service to the Alameda CTC, PAPCO, TAC, paratransit consumers, and the Commission's partners throughout the county and region. He said the team is committed to ensuring PAPCO meets its mandate as defined in the Expenditure Plan and that key information flows between PAPCO and TAC.

Herb Hastings moved that PAPCO approve the recommendation for FY 12-13 paratransit coordination contract with Nelson\Nygaard. Michelle Rousey seconded the motion. The motion passed unanimously (16-0).

7. Report from East Bay Paratransit on the Customer Survey and the Interactive Voice Response (IVR) Web-based Schedule Software Gap Grant

Laura Timothy from BART gave a presentation on the Customer Satisfaction Survey. She pointed out that the survey report is not finalized so this report is informal. She said BART is still analyzing some of the data, and the final report is scheduled for February 8, 2012. She said the telephone survey was conducted from October 10-24, 2011. BART surveyed 493 respondents at random from computerized lists of trips made on a particular day. The riders were called within two days of making the trip. She said the survey asked some general questions and specific questions about the actual trip. She said the key observations were:

- Of the surveyed riders, 74 percent say they are very satisfied or satisfied with their past year's experience, which is similar to past survey results.
- Of those surveyed, 86 percent rated their surveyed trip as excellent or good, which is also similar to responses in previous years.
- The drivers received particularly high ratings: 94 percent rated the courtesy of the driver as excellent or good.

Mallory Nestor with AC Transit gave a brief report on the IVR grant project. She said the IVR system project requires an upgrade to a new software system, and migrating to the new TOMTOM mapping system, and should be operational by August 2012. She said the new system will collect information and track speed bumps and update traffic information. She said when a vehicle

enters a five-mile perimeter; it places a call/text to the rider to alert the rider to come down to the curb to wait for the vehicle. That feature speeds up the system. She said late this summer, AC Transit will select members to be part of the first testing.

Questions/feedback from the members:

- Did the customer satisfaction survey ask questions to determine race and ethnicity? Laura said yes.
- Regarding the on-time performance for drivers, how did the survey arrive at the 94 percent high rating for drivers? Laura stated that the survey asked the question whether the driver was on time, late or courteous. She said the overall answer was yes.
- What accounted for such a highly improved survey? Laura stated that for the last few years, they have had very little employee turnover.
- Have the survey questions changed in the last three years? Laura stated that East Bay Paratransit hires a professional survey company to do the survey, and they like to keep same questions.

8. City of Hayward Quarterly Report

Hayward staff was unable to attend this meeting and postponed the report to the next meeting.

9. City of Alameda Quarterly Report

Gail Payne from the City of Alameda gave PAPCO an update on the scholarship program, shuttle services, taxi services and group trips. She said the City of Alameda Paratransit Program is having financial difficulties, and the purpose of the report is to provide PAPCO with the recommended changes to reduce the negative balance in future years of the paratransit programs, and to make sure that reserves will not be depleted by the end of FY 12-13.

She said the taxi shuttle service is very successful, but on July 1, 2012 they will start charging for MRTIP travel vouchers. The service is free, but they are recommending a charge to eligible residents of \$2.50 per each MRTRIP travel voucher. She said their budget is \$200,000 and \$60,000 in reserve. She said the City is going through the process of outreach to the parties involved.

Gail stated the City did a survey in November through December 2011, and the results were very satisfactory. She informed PAPCO that these recommended

changes will be incorporated into the next fiscal year budget, which is due to Alameda CTC in March 2012.

Questions/feedback from the members:

- Who did the City survey? Gail stated that they sent out letters to all individuals signed up as East Bay Paratransit users or signed up for shuttle services in the City of Alameda.
- What were the criteria for eligibility for the shuttle services? Gail said anyone 70 and over, or with a disability, and without a license.

10. Member Reports and PAPCO Mission, Roles, and Responsibilities

Implementation

- Sylvia asked members to review the PAPCO calendar of events in the agenda packet.
- Sylvia reminded members about the California Senior Leaders Award at the Waterfront Place Hotel in Oakland at Jack London Square on February 25, 2012. She asked that any who would like to attend, let her know so she can add them to the list.
- Michelle Rousey noted that there would be an IHSS Anti-Fraud Workshop on February 10.

11. Committee Reports

Rev. Carolyn Orr reported that the SRAC meeting was postponed to February. Hale Zukas reported that the CWC heard about the audit and compliance reports.

12. Mandated Program and Policy Reports

PAPCO members were asked to review these items in their packets.

13. Information Items

A. Mobility Management

Naomi stated that the Association of Travel Instruction (ATI) has revised their definition of travel training and asked members to review the ATI item in their packets.

B. Outreach – Krystle Pasco reported on the following outreach programs that are scheduled, and she encouraged members to do phone outreach and let her know of senior centers or other organizations that might need more

materials. She also asked members to email her about any outreach events coming up.

- 3/10/12 – College of Alameda Developmental Disabilities Council Transition Information Fair
- 3/16/12 – Pleasanton Senior Center Senior Transit Fair
- 4/19/12 – East County Transportation Forum at Dublin City Hall

C. CWTP-TEP Status Update/Input

Matt Todd reported that the highlights at the County level include the release of the draft Transportation Expenditure Plan (TEP) for approval by the Alameda CTC Board at its January meeting this Thursday, and submittal of draft CWTP projects and programs to the Metropolitan Transportation Commission for development of the preferred Sustainable Communities Strategy and transportation network. Matt said once the TEP is approved, Alameda CTC staff will take it to each city council and the Board of Supervisors for approval by May 2012. He said both the TEP and the CWTP will be brought to the Commission in May/June 2012 for approval so that Alameda CTC can request that at the Board of Supervisors' July 2012 meeting, the Board place the TEP on the ballot on November 6, 2012.

14. Draft Agenda Items for March 26, 2012

- A. Discuss Conflicts of Interest and Ethics
- B. Establish Finance and Program Plan Review Subcommittee Membership
- C. Receive an Update on the Hospital Discharge Transportation Service/Wheelchair Scooter Breakdown Transportation Service (HDTS/WSSBTS)
- D. Receive an Update on the Annual Mobility Workshop
- E. Summary of the Mid-year Report
- F. Gap Grant Reports – Travel Training

15. Adjournment

The meeting adjourned at 3:05 p.m.

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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster and Attendance
Fiscal Year 2011/2012**

Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-11
1 Ms.	Stadmire, Chair	Sylvia J.	San Leandro	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Feb-10	Feb-12	0
2 Mr.	Scott, Vice Chair	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10		Mar-12	0
3 Ms.	Aysoy	Aydan	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Jul-09	Jan-12	Jan-14	0
4 Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-12	Jan-14	0
5 Mr.	Clayton	Herb	Hayward	City of Newark Vice Mayor Luis Freitas	Sep-03	Jan-12	Jan-14	5
6 Mr.	Costello	Shawn	Dublin	City of Dublin Mayor Tim Sabranti	Sep-08	Sep-10	Sep-12	2
7 Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-12	Jan-14	1
8 Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-12	Jan-14	0
9 Ms.	Johnson-Simon	Sandra	San Leandro	BART Director Tom Blalock	Sep-10	Jan-12	Jan-14	1
10 Ms.	Lenahan	Gaye	Piedmont	City of Piedmont Vice Mayor John Chiang	May-11	Jan-12	Jan-14	
11 Ms.	Lewis	Jane	Dublin	City of Livermore Mayor John Marchand	Sep-09	Jan-12	Jan-14	0
12 Mr.	Markowitz	Jonah	Berkeley	Pending Appointment City of Albany Mayor Farid Javandel	Dec-04	Mar-09	Mar-11	1

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster and Attendance
Fiscal Year 2011/2012**

13	Ms.	Mulholland	Betty	Oakland	Alameda County Supervisor Nate Miley, D-4	Sep-09		Sep-11	1
14	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-12	Jan-14	2
15	Ms.	Powers	Sharon	Fremont	City of Fremont Vice Mayor Suzanne Chan	Dec-07	Jan-12	Jan-14	2
16	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Olden Henson	Mar-10	Jan-12	Jan-14	1
17	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jennifer Hosterman	Sep-09	Jan-12	Jan-14	0
18	Ms.	Rousey	Michelle	Oakland	Alameda County Supervisor Nadia Lockyer, D-2	May-10		May-12	0
19	Ms.	Saunders	Harriette	Alameda	Pending Appointment City of Alameda Vice Mayor Rob Bonta	Jun-08	Sep-10	Sep-12	1
20	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
21	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Greg Harper	Aug-02	Jan-12	Jan-14	0
22		Vacancy			City of San Leandro Councilmember Joyce Starosciak				
23		Vacancy			City of Union City Mayor Mark Green				



Memorandum

DATE: March 13, 2012

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Director Policy, Legislation and Public Affairs

SUBJECT: **Approval of Legislative Position and Legislative Update**

Recommendations:

Based upon discussion at the Planning, Policy and Legislation Committee meeting on March 12, it is recommended that the Alameda CTC Chair submit a letter to AC Transit to request that the AC Transit Board does not take a measure to the 2012 ballot which could conflict with potential voter approval of the 2012 Transportation Expenditure Plan.

Summary:

The Alameda CTC's Legislative Program was adopted on January 2012 to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. Some of the highest priorities in 2012 will be to participate in the federal transportation bill reauthorization, address the challenges faced with declining revenues and increasing deterioration of the transportation system, ensure that transportation is not negatively affected by the anticipated state budget deficit in the coming year, implementation of climate change legislative mandates, and to educate people about the benefits of Alameda County's Transportation Expenditure Plan in relation to other measures that will be placed on the November ballot.

Background:

Recommendation for non-competing ballot measures

At the PPLC meeting on March 12, the Committee members brought up and discussed information related to potential actions by the AC Transit Board to place a measure on the November 2012 ballot to ask Alameda County voters to extend the existing parcel tax that supports AC Transit operations. The Commission discussed that it could be considered by voters to be a competing measure on the ballot and could negatively affect the 2/3 voter threshold needed for the 2012 TEP.

The Alameda CTC Legislative Program includes the following funding priorities, which serve as the rationale for submitting a letter to AC Transit:

- Support efforts that give priority funding to voter approved measures.

- Oppose efforts that negatively affect the ability to implement voter approved measures.
- Support legislation that improves the ability of the Commission and its partners to deliver, enhance or augment Alameda CTC projects and programs.
- Support legislation that encourages regional cooperation and coordination to develop, promote and fund solutions to regional problems.

State Update:

Bill introduction deadline: The introduction deadline for introduction of new bills was Friday, February 24, with over 1,000 new bills introduced. Staff is reviewing bills and will be bringing forward recommendations on bills in the coming months that pertain to transportation.

Governor's Budget: The release of the Governor's budget in January is largely supportive and protective of transportation. The proposed Budget assumes that passage of the Governor's tax initiative would generate \$6.9 billion through 2012-13, providing \$4.4 billion in General Fund relief. If it fails, additional trigger cuts have been proposed for \$5.4 that would take effect on January 1, 2013. While the Governor has tried to simplify measures coming to ballot, three tax measures continue to move forward, including the Governor's proposal to increase the sales tax for 5 years and modify tax rates for more wealthy, the "Our Children, Our Future," which would increase the sales tax and provide all funds to schools, and the "Millionaires' Tax" which would increase tax rates on the wealthiest Californians and provide funding to schools. Recent polling results show all three as well under the 2/3 voter support.

Attachment A includes additional updates to state activities.

Federal Update: At the federal level, significant work has been underway in both the House and Senate focused on reauthorization of the federal surface transportation bill. Each body has developed bill language both of which are significantly different, and in the midst of additional changes. The current extension of SAFETEA-LU is through March 31, 2012. It is very likely an additional short-term extension will be implemented in absence of bills being able to move forward into conference prior to this deadline.

The Senate bill, *Moving Ahead for Progress in the 21st Century (MAP-21)* (S.1813), is a two-year, \$109 billion surface transportation reauthorization bill. All four senate committees have incorporated their markups into the bill. Senator Boxer, the chief author of the bill, continues to present the importance of the bill on the Senate Floor on a regular basis, despite the significant amount of amendments introduced and the uncertainty of a House bill advancing in March to move into conference (discussed below).

The House bill, *American Energy and Infrastructure Jobs Act of 2012* (H.R.7), was originally established as a 5-year, \$260 billion reauthorization bill, which would maintain funding at essentially the same levels under the current transportation bill, which over time would result in lower funding amounts across the nation. The postponement of Floor consideration of HR 7 occurred in late February due House leadership splitting HR 7 into three pieces (T&I section, Natural Resources section and Ways and Means section) with the intention of passing each section on the floor individually and then reassembling them into a larger bill (H.R. 7) that would be sent to

the Senate for conference.

On February 16, the House passed the energy portion (HR 3408) of their tri-part transportation reauthorization package (HR7) that would use revenue from future oil and gas production as a partial offset for surface transportation programs. The bill would open up Alaska's Arctic National Wildlife Refuge (ANWR) to drilling and expand lease sales to include areas off the Southern California coast, the eastern Gulf of Mexico and the mid-Atlantic coastline. At the end of February, the House retracted its commitment to a five-year bill and disassociation of transit funding from the Highway Trust Fund in response to outcries across the country on the uncertainty this would have created for transit funding and the lack of support from House Democrats.

On February 13, 2012, the President released his proposed 2013 budget, a \$3.8 trillion funding request. The proposed plan aims to reduce the federal deficit by over \$4 trillion with cuts in discretionary spending and new revenues.

For transportation, the president is proposing an increase over the 2012 budget to increase it from \$71.6 billion to \$74 billion. The proposal provides for increases in transit, rail, highways, safety and aviations, and consolidation of the highway program structure from 55 programs into five. The president has also proposed a 6-year surface transportation plan for \$475.9 billion. This is a reduction of about \$80 billion over his last year's proposal. The president proposes to pay for this program with current highway trust fund receipts as well as through savings from ending wars in both Iraq and Afghanistan. The Administration has also indicated support for the Senate bill, MAP – 21. Additional detail on the president's budget is included in Attachment B2.

While discussions in both houses are underway to reauthorize a federal surface transportation bill, the Congressional budget office has released a report indicating that the Highway Trust Fund is moving towards insolvency as early as 2014 due to reductions in federal gas tax receipts and the current proposed funding limits.

From February 28 through March 2, Mayor Green and Supervisor Haggerty as well as Art Dao and Tess Lengyel visited our federal representatives in Washington, D.C., as well as many of the federal agencies related to transportation. The visits included the following members and agencies:

- Representative John Garamendi
- Office of Representative Nancy Pelosi
- Representative Jerry McNerney
- Representative Mike Honda
- Representative Pete Stark
- Senator Feinstein
- Senator Boxer
- Federal Transit Administration, Office of the Administrator, Therese McMillan, Deputy Administrator
- Department of Transportation, Office of the Assistant Secretary for Governmental Affairs
Joanna Turner, Deputy Assistant Secretary for Intergovernmental Affairs
- Federal Highway Administration, David Kim, Associate Administrator for Policy and Governmental Affairs
- Office of Management and Budget, Andrew Abrams, Transportation and General Service

Administration Branch Chief

- EPA Office of Sustainable Communities, Director of Federal and State Division, Matthew Dalbey

We will continue to schedule additional meetings with our state and federal delegation to discuss Alameda CTC legislative needs in 2012.

Attachments

- Attachment A1: State Update
- Attachment B1: Federal Update
- Attachment B2: President Obama's Proposed Fiscal Year 2013 Budget



March 13, 2012

CAPITOL UPDATE

State Controller's Update: According to Controller John Chiang, revenues in February fell \$146 million below the Governor's proposed budget estimates. One possible culprit is a higher than expected number of early tax refunds, which is an indication that more people are filing electronically. While February is notoriously a lack luster revenue month, the Controller mentions this revenue drop could evaporate if it is caused by a higher rate of e-filers. In addition, the Controller's report continues to underscore the broader positive trends in economic growth and employment trends. The March Summary can be found at <http://www.sco.ca.gov/Files-EO/03-12summary.pdf>

Governor's Initiative: Within the last couple of weeks, the California District Attorneys Association, the California Budget Project, and the Western Center on Law and Poverty announced their support for Governor Brown's ballot initiative while taking a pass on the other proposals. While not yet supportive of the Governor's effort, the California Business Roundtable which includes Chevron, Blue Shield, Safeway and PG&E voted to oppose Molly Munger's and the California Federation of Teachers' (CFT) initiatives. According to their spokesman, they plan to consider Brown's initiative based on action on pension reform and the streamlining of CEQA and business regulations. The California Chamber of Commerce also voted to oppose the Munger and CFT initiatives and didn't act on the Governor's.

Brown has been taking interviews with newspapers to drum up publicity for his measure and against the other two, in particular the measure sponsored by the CFT. While Brown contends his measure could still pass should Molly Munger's remain on the ballot, he doesn't believe the same is true should CFT's remain. His arguments against the other two measures are focused on the fact that they wouldn't provide relief to the State General Fund, confusing voters and angering them when they discovered the tax increase they had voted for wouldn't help public safety net programs. Polling on the Governor's initiative is getting worse according to the Public Policy Institute of California, which released a poll last week showing that Brown's initiative has 52 percent support and 40 percent opposition.

The California Budget Project has a comparison chart of the three initiatives here: http://cbp.org/pdfs/2012/CaliforniaBudgetBites/120306_tax_comparison.pdf

Hearings

Senate Committee on Transportation and Housing: Last week, the Senate Committee on Transportation and Housing held the second in a series of hearings aimed at trying to better understand what is going on with California's housing market and what the Legislature can do to improve the market place. There were two panels of speakers. The first focused on Market Trends and Forecasts and the second was a group of developers, both for and non-profit who offered their Perspectives on the Current Market. Committee Chair Senator Mark DeSaulnier opened the meeting saying that since pre-recession days there had been an 80 percent drop in new construction, which has had a tremendous ripple effect on the entire California economy. He noted that he wanted to explore the lack of demand for new housing and whether this demand is going to change soon. He also asked the speakers to address the issue of affordability.

Leslie Appleton-Young from the California Association of Realtors said that this latest economic cycle has resulted in a 59 percent drop in the median price of a home. The Representative stated that she thinks the market is on the rebound – up over 9 percent from the trough with 3 – 4 offers for each sale, including bank-owned homes (REO sales). The realtors believe that homes are amazingly affordable now. However, investors are really entering the market, and about 6 percent of sales are going to foreign investors.

Arthur C. Nelson of the Urban Land Institute noted that the demographics of home buyers have changed, thus affecting demand. In the last part of the last century, those over sixty were buying new homes, especially in the suburbs, but their preferences and needs are changing towards congregate or assisted living or more walkable neighborhoods. Further, more families and young people want to live near transit. He predicted that at least half of new homes in the future will have to be in the rental market. There is currently a large over-supply of conventional big lot housing, while a shortage in all other areas.

The housing market has been affected by multiple factors, including the economy, according to Linda Wheaton from the Department of Housing and Community Development. Land use policies are critical to a housing rebound, especially planning for transit oriented development and infill. Wheaton, as well as several others, noted the need to develop “successor funding” for housing, as Proposition 1C and redevelopment funds will shortly be used up and they have been either the impetus or the glue for many multi-family housing projects. She noted that affordability may be good for some first-time buyers, but the cost of purchasing a home is still out of reach for many Californians.

Drew Collins from Wells Fargo agreed that credit has tightened since 2008 and was somewhat apologetic for what happened in the banking industry between 2003-07. He said that the job market is a critical factor in a housing industry rebound. He expects REOs to climb as they were on hold while the settlement was worked out with the Attorney General. He thinks the industry will bottom out in the second or third quarter of this year and that next year there will be 75,000 building permits for new construction issued.

Michael Will, a for-profit developer representing the Building Industry Association, noted that the industry would learn from its mistakes and adjust to the demographics and market demand. He observed that expectations of buyers have been tempered by the recession. Smart, walkable transit-oriented communities are the trend. Meea Kang, non-profit developer said that infill housing is a current bright spot. Also, the housing market situation varies throughout the State, with some areas like San Francisco and Silicon Valley doing very well and renters getting into crazy bidding wars. In the City of Los Angeles, housing starts are up 44 percent, with residential construction leading the economic recovery.

Gary Beasley of Waypoint Homes talked about his company's successful strategy of buying foreclosed homes, renovating them and then putting them on the market as rental properties with market-rate rents. They are perhaps the largest owner of single-family rentals in the country. They just want government to stay out of the way and let private capital come in.

Doug Shoemaker of Mercy Housing disagreed with the Realtor's earlier statement regarding affordability. He thinks that both among renters and owners housing costs are way too high. He and the other developers predicted that more and more Californians would join the 45 percent of Californians who are currently renters. However, to build more multi-family housing, the Legislature needs to approve legislation such as AB 1585, SB 654, and SB 1220. They need subsidies to keep current projects afloat and new sources of infrastructure financing so that it does not have to become part of the cost of housing. He suggested looking at financing creatively, such as instead of sending frail seniors to skilled nursing facilities and billing Medi-Cal \$4,000 per month, Mercy housing can provide housing and services for \$1,000. The funding just comes from different sources. He also suggested looking at Cap and Trade revenues as a funding source for housing.

Senator DeSaulnier told the participants that he expects there will be further hearings on this topic to educate the Members, with legislation to follow either this year or next. He also said to expect a summary document from committee staff at some point in the future.

What's Next?: On Wednesday the Assembly Committee on Local Government and the Assembly Committee on Housing held a joint hearing on life after redevelopment. This hearing examined many of the same issues and included some of the same speakers as the joint hearing held by the Senate policy committee a couple weeks ago.

Unlike the Senate hearing, the Assembly's agenda included a presentation from Pedro Reyes, Chief Deputy Director of Policy at the Department of Finance. He mentioned Finance expected RDAs to opt in to the ABX 27 payments, and the resulting lawsuit and court decision will challenge the Department's ability to administer this task. The most worrisome comment made by Pedro Reyes was when asked about the stranded low & mod housing funds. He said there were cities that did not spend their housing funds and any unspent low & mod funds should be swept and reallocated to the other taxing jurisdictions. This has raised concerns about the fate of SB 654.

While they had several speakers discussing the needs for housing, most of the discussion focused providing economic development tools. Michael Coleman with the League of Cities outlined numerous existing financing tools, but pointed out many of these financing techniques fall short of the revenue generated by RDAs and many of them require a 2/3 vote. An interesting twist on the Infrastructure Finance District (IFD) concept was presented by John Lambreth on behalf of the California Downtown Association. This proposal, called the Downtown Economic Vitality Authorities (DEVA), would allow for the limited use in downtown areas the ability to capture the city's share of property tax increment or sales tax increment. The revenue would be used for economic development and revitalization projects within the district. The number of districts a city could create would be based on the population of the city. However, capturing the growth of sales tax revenue will raise the age-old debate about the fiscalization of land use.

A strong case was made for providing tax increment tools to finance the reuse of former military bases. Michael Houlemard with the Fort Ord Reuse Authority explained that shuttered military bases create a serious physical and economic burden on the host jurisdiction. The use of tax increment to finance the reuse of bases was part of the transfer agreements and public investment is critical in order to attract private investment. Assemblywoman Toni Atkins, who heads an Assembly working group on redevelopment issues, mentioned that the continued use of tax increment financing for military bases is being considered by the working group.

There was limited discussion on meeting the infrastructure needs to support housing density. Doug Shoemaker with Mercy Housing urged the creation of a State Housing Trust Fund, and further suggested that directing cap & trade proceeds to affordable housing in the right locations would expand transit and pedestrian travel. Another proposal is to provide greater flexibility to allow use of MediCal and Medicare dollars for the most cost-effective housing option. Gloria Ohland with Move LA stressed the importance of using IFDs to finance transit-oriented development.

The Senate and Assembly hearings mark the beginning for what's next on funding housing and economic development. Both Speaker Pérez and Pro Tem Steinberg testified at their respective hearings expressing the need to provide local governments the tools necessary to fund economic development activities and the funding for low income housing projects. While the door appears slightly ajar to allow military bases to use some form of redevelopment law, the discussion on new tools is centering around revising the IFD process.

ABX 26 Clean-Up: On Wednesday, the Assembly Committee on Housing & Community Development will hear AB 1585 by Speaker Perez. This bill makes various clean-up provisions to RDA dissolution bill, ABX 26. While SB 654 (Steinberg) focuses on allowing the continued use of existing Low & Mod housing funds, AB 1585 addresses the Low & Mod fund as well as issues relating employee expenses and tweaks to the enforceable obligation definition. AB 1585 would also allow those cities that chose not to be the successor agency to reverse course. At this point in time there is no indication that the Governor would sign either AB 1585 or SB 654.

Assembly Budget Subcommittee on Health and Human Services: In their first outright rejection of Governor Brown's spending proposal, the Assembly Budget Subcommittee rejected the Governor's proposal restructuring CalWORKs to save \$950 million annually. After numerous members of the public and constituent groups testified to the harm the changes would cause to poor families, the committee decided to revisit the issue after the May revision.

The Committee did agree to the part of the Governor's proposal that would allocate a \$50/month work subsidy to families who receive food stamps or subsidized child care, but not CalWORKs. The impetus behind that proposal is to allow California to count more families toward meeting the federal work participation rate. It will cost \$126 million per year moving forward. A change was also made allowing families to disregard more of their income when qualifying for CalWORKs benefits. Currently, families can disregard \$112 per month, and the Committee voted to increase that amount to \$225 per month. The increase in the earned-income disregard is estimated to cost \$90 million annually.

Senate Budget Subcommittee on Health and Human Services: Two significant actions for counties were taken in the Senate Budget Subcommittee this week. The first was to reject the proposal to repeal the mandate to perform SIDS autopsies. Although the mandate has been suspended for three years, several people testified in support of maintaining the mandate for the purpose of future research when state funds recover. The second was to reject the Governor's cost sharing proposal for individuals in the AIDS Drug Assistance Program.

Assembly Budget Subcommittee on Education: The Administration's reductions to CalGrants were rejected on a bipartisan vote Wednesday after students swarmed the Capitol in protest. The proposal would have raised GPA requirements to save \$131 million and would have kept more than 26,000 students from qualifying for the grants. The proposal would have also lowered the maximum award a student could receive.

June Ballot Initiatives: The two ballot initiatives that have qualified for the presidential primary, Proposition 28 and 29, are polling well – both between 65 and 70%. The first measure, Proposition 28, would reduce the amount of time a legislator could spend in the legislature from 14 to 12 years, but would allow them to serve their entire term in one house. The second measure would increase taxes on packs of cigarettes by \$1 and it received a \$1.5 million donation from Lance Armstrong at the beginning of the year. Proposition 29 will face strong opposition as tobacco companies have already raised more than \$12 million to run a campaign to defeat the measure.

Unemployment: The State's Unemployment rate has dropped to its lowest level since April 2009, according to the Employment Development Department on Friday. The rate is at 10.9% which is the fifth consecutive month that it has been lowered. The average national unemployment rate is at 8.3%.

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SIMON AND COMPANY
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Washington Friday Report

Volume XIV, Issue 10

March 9, 2012

INSIDE THIS WEEK

- 1 The House: Bringing up Senate Transportation
- 2 JOBS Act, Mortgage Relief, Pensions
- 2 Energy, Reactions to Rep. Dicks Retirement

A stunning week in many days – culminating in the apparent acceptance by the House Speaker of the Senate Democratic transportation bill. All that and more below!

Transportation Reauthorization

There is new hope now that Congress may yet be able to pass a surface transportation reauthorization by the end of this month, when the federal government no longer has the authority to spend money on road and rail projects. Speaker of the House **John Boehner** was quoted yesterday, saying, “As I told the members yesterday, the current plan is to see what the Senate can produce and to bring their bill up. In the meantime, we’re going to continue to have conversations with our members about a longer-term approach, which frankly most of our members want. But at this point in time, the plan is to bring up the Senate bill – or something like it.” This is a strong indication that the House is on the brink of giving up entirely efforts to pass their own version of a reauthorization, and conceding to the Senate’s version. The embattled House bill, H.R. 7, mainly the product of the Transportation and Infrastructure committee chaired by **John Mica** (OH), has not been able to garner enough support within the GOP for passage. Few, if any, House Democrats would be expected to support the bill. Originally a \$260 billion five-year reauthorization, the House proposal has seen massive changes under the auspices of House leaders seeking to garner enough support to win at least 218 votes, a bare majority. It was reduced to two-years in an attempt to appease fiscal conservatives, and a dedicated funding stream for mass transit was reinstated to satisfy members from suburban districts. Sensing that Mica would not be able to reach a compromise by his own merits, Speaker Boehner within the last few days called on Rep. **Bill Shuster** (PA) to become the new lead negotiator to strike a balance among the dissatisfied factions within the GOP. Still, it seems that all this has not been enough and with time running out to pass a bill, House leaders are more willing than ever to put the final product coming out of the Senate to a vote on the House floor.

Meanwhile, in the Senate, Majority Leader **Harry Reid** announced an agreement late Wednesday to pave the way for Senate passage of their \$109 billion, two-year reauthorization by

next week. Under the agreement, there could be floor votes on 30 amendments to the bill, known as MAP-21 or S. 1813, starting with a series of votes on contentious non-germane amendments. Indeed, several of the amendments debated were aimed at trying to curb rising gasoline prices, promoting new sources of alternative energy, and curbing environmental regulations for small businesses and other employers. Others included expedited approval of the Keystone XL oil pipeline project (which did not pass) and opening up certain areas of the outer continental shelf to oil drilling. Transportation Secretary **Ray LaHood** again offered his support for the Senate bill, saying, “The House can take its cues from the Senate.” According to Senator **Chuck Schumer** (NY), the Senate is expected to pass their bill by Tuesday of next week. He said, “In an election year like this one, the bipartisan Senate agreement is a rare accomplishment. After the Senate passes the bill on Tuesday, all eyes will turn to the House.” The House is on recess next week and will return March 19. With a bit of luck, we could see a multi-year transportation reauthorization signed into law within the next two weeks or so. For more, click on [Transportation Reauthorization](#).

Among the amendments to the bill being taken up by the Senate is one related to historic street signs offered by Senator **Pat Toomey** (PA), which was incorporated within a larger substitute amendment recently added by Majority Leader Reid. It is expected to pass as part of the full bill. The amendment would give the U.S. Transportation Department 180 days after the bill becomes law to set up a process to allow municipalities to be exempted from federal standards for historic street signs. This would allow municipalities to keep historic street signs, preserving the unique character of many communities. Senator Toomey said, “While I believe decisions like these are best made by state and local governments, this compromise language is a step in the right direction to address government outreach.” For more, click on [Street Sign Preservation](#).

Additionally, the large Reid amendment includes language of great significance to advocates for local funding control over bike trails and pedestrian pathways. It includes the addition of a modified version of the bipartisan amendment cosponsored by Senators **Ben Cardin** (MD) and **Thad Cochran** (MS), to provide greater local access to Transportation Enhancements and Safe Routes to School funds. Decisions about how to allocate funds would be made by competitive grants focused on applications from local governments and other local entities responsible for eligible projects. Metropolitan areas with more than 200,000 residents would select their own projects. The amendment increases the likelihood that dollars will be spent on eligible enhancement activities. For the amendment text, click on [Bike Paths Amendment](#). We’ll continue to update!

Washington Friday Report 1

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JOBS Act Passes House

H.R. 3606, the recently renamed *Jumpstart Our Business Startups (JOBS) Act*, formerly known as the *Reopening American Capital Markets to Emerging Growth Companies Act*, has passed the House with a bipartisan vote of 390 – 23. To clarify, H.R. 3606 combined six older pieces of legislation into one single package. The bill, sponsored by Representative **Stephen Fincher** (TN), reduces the cost of going public by phasing in certain regulations over a five-year period, or until the company reaches \$1 billion in revenue. This allows companies to go public sooner and access capital to jumpstart growth more quickly.

The legislation would make it easier for small companies to go public by providing them a temporary reprieve from Security and Exchange Commission regulations; remove SEC restrictions preventing small business from using advertisements to solicit investors; and remove SEC restrictions on “crowdfunding” so entrepreneurs can raise equity capital from a large pool of small investors. Congressman **Fincher** said, “*One of the best actions Washington can do to create private sector jobs is to get out of the way. With about 92% of business job growth occurring after being listed on a U.S. stock exchange, it just makes sense to ease the path for small businesses to go public.*” Highlighting the broad bipartisan support for the bill, Minority Whip **Steny Hoyer** said on the House floor, “*I am glad the Republican leadership is bringing this bill to the floor, and I hope it signals a new willingness to work with us to create jobs.*” The legislation now goes on to the Senate, where it must be reconciled with a similar Schumer-Toomey sponsored bill, S. 1933. For more, click on [Emerging Growth Companies](#).

Administration Mortgage Relief

On Tuesday, **President Obama** announced steps to help certain homeowners and veterans save money on their mortgages. As part of the recent settlement between 49 states, the federal government, and the nation’s five largest mortgage servicers, they agreed to provide substantial relief to the nation’s veterans who were victims of wrongful foreclosures or who were otherwise disadvantaged in the mortgage process because of the obligations of their service. One of the provisions is that the banks will pay \$10 million into the Veterans Housing Benefit Program fund, guaranteeing loans on favorable terms for service members. Any service member who saw their home wrongfully foreclosed will be substantially compensated for what the bank did.

The Administration is also announcing that the Federal Housing Administration (FHA) will cut its fees for refinancing loans already insured by the FHA. An estimated 2 to 3 million borrowers could be eligible for these savings, providing the typical FHA borrower with the opportunity to save about a thousand dollars a year through refinancing than they could have under today’s fee structure. More specifically, beginning June 11, 2012, FHA will lower its Upfront Mortgage Insurance Premium (UFMIP) to just .01 percent, down from 1 percent, and reduce its annual premium to .55 percent for certain FHA borrowers. To qualify, borrowers must be current on their existing FHA-insured mortgages which were endorsed on or before May 31, 2009. The President has also called on Congress to expand access to refinancing for responsible borrowers insured by Fannie Mae and

Freddie Mac, potentially providing relief for at least 11 million families nationwide. For more, click on [Obama Mortgage Plan](#).

State Local Pensions Focus

GAO has released a report on the state of the nation’s pension benefit plans for state and local government retirees which cover over 27 million employees and beneficiaries. GAO found that, despite the recent economic downturn, most large state and local government pension plans have assets sufficient to cover benefit payments to retirees for a decade or more. However, pension plans still face challenges over the long term due to the gap between assets and liabilities. Many state and local governments have gone to great efforts to address pension plan costs and sustainability since the downturn. Thirty-five states have reduced pension benefits, mostly for future employees due to legal provisions protecting benefits for current employees and retirees. Half of the states have increased member contributions, thereby shifting a larger share of pension costs to employees. Click on [GAO Pensions Study](#).

White House Energy Plan

In light of the steep rise in energy prices, **President Obama** has been focusing on his energy initiatives which were showcased in the State of the Union. The President has announced a new \$1 billion National Community Deployment Challenge to spur the deployment of clean, advanced vehicles in communities around the country. He also announced a set of tax incentives to help consumers and businesses purchase more fuel-efficient vehicles. In addition, he advertised the Energy Department’s ‘EV Everywhere’ campaign, promoting more affordable electric vehicle usage within a decade. For more, click on [Obama Energy](#).

Reactions to Norm Dicks’ Retirement

As we mentioned in last week’s Friday Report, long-time Washington State Congressman **Norm Dicks**, ranking member of the Appropriations Committee, announced that he will retire at the end of his current term. The White House released a statement from **President Obama**, saying “*I want to thank Norm Dicks for more than 30 years of service on behalf of the people of Washington State. Norm has spent his career working to protect our national security, championing the men and women of our Armed Forces and fighting for the many natural resources of Washington State and the Pacific Northwest. Norm’s dedication to our nation’s intelligence personnel and his leadership on the Appropriations Committee will be missed in Congress and Michelle and I wish him and family well in the future.*” Senator **Maria Cantwell** said, “*Often times, people would refer to Norm as Washington’s third senator. His impact on Washington state will be felt for generations to come.*” From Senator **Patty Murray**, “*He is out state’s quarterback here in Congress, and I can’t imagine our delegation without him.*” For more reactions, click on [Dicks Retirement](#).

Please contact *Len Simon, Brandon Key, Jennifer Covino, and Stephanie Carter McIntosh* with any questions.



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MEMORANDUM

TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake

RE: President Obama's Fiscal Year 2013 Budget Overview

DATE: February 13, 2012

President Obama's Fiscal Year 2013 Budget Overview

President Obama sent his proposed FY13 budget to Congress on February 13, 2012. The budget request totals \$3.8 trillion. As he did in his FY12 budget request, President Obama is proposing a mix of revenue increases and spending cuts to reduce the Nation's record deficits. Increases in funding are focused on education, innovation and manufacturing, clean energy, and infrastructure. Some spending increases will look familiar as they were included in the American Jobs Act, which President Obama sent to Congress in the fall; while proposed cuts will also look familiar as the Administration originally sent those to the Select Joint Committee on Deficit Reduction.

The budget request reflects the compromise contained in the Budget Control Act enacted last August in a deal to raise the debt ceiling. This compromise set spending caps that would reduce discretionary spending over the next ten years by \$1 trillion. These caps on discretionary spending are equivalent to a freeze in FY13 at the FY11 levels (which were a 3.8 percent cut from the FY10 levels). The agreement set a discretionary spending cap of \$1.047 trillion for FY13. President Obama's FY13 request conforms to these caps put in place by the Budget Control Act.

Additionally, because the Select Joint Committee on Deficit Reduction failed to reach agreement on how to reduce the deficit by an additional \$1.8 trillion by 2021, automatic spending cuts known as "sequester" are set to take effect on January 1, 2013. This sequester will amount to \$109 billion in cuts per year split between defense and non-defense programs. The President's Budget request proposes a replacement to those triggered cuts with the mix of tax increases and other savings he proposed to Congress last September.

The President's plan would reduce the deficit by more than \$4 trillion over a decade through cuts in discretionary spending programs and by including \$1.5 trillion in new revenue. The same spending cuts proposed in September include \$360 billion in cuts to

Medicare, Medicaid and other federal health care spending and \$278 billion in cuts to non-health mandatory spending, including agricultural subsidies and federal civilian retirement. As in the past, President Obama will urge Congress to allow the 2001 and 2003 tax cuts for families that earn more than \$250,000 annually to expire on schedule at the end of this year, which the Administration said would generate almost \$1 trillion in revenue over 10 years.

Speaker Boehner's office has already announced this proposed budget is "unworkable". Consequently, the President's budget must be viewed as a political document rather than a blueprint likely to be enacted.

Department of Housing and Urban Development

Provides \$100 million for the Sustainable Communities Initiative to create incentives for more communities to develop comprehensive housing and transportation plans that result in sustainable development, increase transit-accessible housing. Funding for the program was eliminated in the FY12 THUD appropriations bill.

Department of Transportation

FY12 Enacted Level: \$71.6 billion

FY13 Request: \$74 billion

The Obama Administration's FY 13 Budget represents a scaled back approach from last year's ambitious Transportation Reauthorization \$555.9 billion proposal. In FY13, the Administration is once again proposing a six-year surface transportation plan but proposes a funding level of \$475.9 billion.

Last year's budget also proposed significant structural changes and consolidation to USDOT programs as well as increased funding levels, without identifying a "pay for." This year's proposal would be paid for through current user-financed mechanisms, \$261 billion in Highway Trust Fund receipts, and through savings from ending the war in Iraq and winding down operations in Afghanistan. Of the President's \$476 billion proposal, \$305 billion would fund road and bridge improvements – a 34 percent increase over the previous authorization. It also proposes to simplify the highway program structure by consolidating more than 55 programs into five programs.

Both the House and Senate are considering multiyear transportation reauthorization bills in their respective chambers this week; with newly proposed funding offsets. The Administration has already indicated support for the Senate bill, MAP-21.

New Budget/Policy Proposals:

- Move the Research and Innovative Technology Administration and the Bureau of Transportation Statistics into the Office of the Secretary to be headed by a new Assistant Secretary for Research and Technology.
- \$50 billion in transportation stimulus as part of the budget, but it is not part of the reauthorization bill
- Increase TIFIA funding from \$122 million per year to \$500 million per year. *Both the House and Senate Reauthorization bills have proposed funding TIFIA at \$1 billion a year.*

Office of the Secretary:

- \$500 million for TIGER-type discretionary surface transportation grants, the same as proposed in FY 2012.
- Proposed Assistant Secretary for Research and Technology's budget, the proposed general fund appropriation (tracking the current RITA budget) would shrink from \$16 million to \$14 million, but the BTS set-aside from the larger highway budget would increase from \$27 million to \$38 million.

Highways:

- Proposes a highway obligation limitation of \$41.830 billion an increase of \$2.7 billion over FY 2012

Transit:

- FTA is funded at \$10.836 billion, an increase of \$233 million over FY 2012.
- New Starts and Small Starts in the 2013 budget are funded at \$2.235 billion, an increase from \$1.955 billion in FY 2012. The amount that would go towards existing and pending full funding grant agreements in 2013 would be \$1.862 billion.

Rail:

- Proposes \$2.698 billion for the Federal Railroad Administration in 2013.
- Merges both Amtrak subsidy accounts with the High Speed and Intercity Passenger Rail accounts and then divides that sum into two accounts:
 - Network Development and
 - System Preservation and Renewal,
- Proposes \$2.546 billion for the combined Amtrak and HSIPR accounts in 2013, up over a billion dollars from the \$1.418 billion in FY 2012. This funding would be mandatory contract authority from the Transportation Trust Fund, not general fund appropriations as under current law.
- Proposes \$80 million in rail safety user fees to partially offset FRA expenses,

Safety:

- Proposes \$580 million for the Federal Motor Carrier Safety Administration increase from \$555 million in FY 2012.
- \$330 million is provided for the Department of Transportation's ongoing campaign against America's distracted driving epidemic.
- \$981 million is provided for the National Highway Traffic Safety Administration an increase from the \$800 million enacted in FY 2012.
- The budget proposes centralizing several existing NHTSA grant programs into the Section 402 state grants and requests a new \$50 million per year incentive grant program to combat distracted driving.
- Provides \$276 million for the Pipeline and Hazardous Materials Safety Administration, an increase from \$201 million in FY 2012.

Maritime:

- Provides \$344 million for the Maritime Administration in FY 2013, a decrease of \$5 million from 2012.

Aviation:

- Provides \$16.098 billion overall for the Federal Aviation Administration in FY 2013, a \$196 million increase over the FY 2012 level and \$326 million more than the amount authorized in the legislation the President will sign into law this week or next.
- Includes \$9.718 billion for FAA Operations
- Provides \$2.850 billion for Facilities and Equipment
- Provides \$180 million for Research, Engineering and Development
- Provides \$3.350 billion for Airport Improvement Program (AIP)
- Provides \$214 million for the Essential Air Service subsidy program within the Office of the Secretary



Memorandum

DATE: March 13, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

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

Recommendation

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

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

Discussion

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

March 2012 Update:

This report focuses on the month of March 2012. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights at the regional level include release of revised draft Project Performance and Targets Assessment results, development of compelling cases for low performing projects and release of the draft

Preferred SCS: The Jobs-Housing Connection Scenario. At the county level, highlights include the release of the Draft Final CWTP, an update on the Transportation Expenditure Plan Council approvals, and release of polling questions. Staff will present an update at the Board meeting on the status of all these items.

1) SCS/RTP

MTC released draft results of the project performance and targets assessment in November 2011 followed by the draft scenario analysis results on December 9, 2011. Staff made comment on the results and revised project performance results were released on January 24, 2012. The project performance results categorized the highest and lowest performing projects based on benefit/cost and identified guidance for developing compelling case arguments for CMAs and project sponsors to submit to MTC in writing by March 15, 2012. Staff is working with projects sponsors to submit compelling case letters for three of the seven Alameda County projects as shown in Attachment D. Regarding the SCS, the draft preferred land use scenario was released on March 9, 2012 to the Joint MTC Planning and ABAG Administrative Committee. Staff made a presentation to the Planning, Policy and Legislation Committee and is following up with Alameda County planning directors to review the data and what it means for Alameda County. The draft Preferred SCS will be followed by MTC releasing the draft transportation investment strategy at it April 13 Joint Committee meeting. The final preferred scenario is scheduled to be adopted by MTC and ABAG in May 2012. Staff will provide additional information on the development of the compelling cases and the draft land use scenario at the meeting.

2) CWTP-TEP

On January 26, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan. The Transportation Expenditure Plan is being taken to each city council and the Board of Supervisors for approval by May 2012 as well as AC Transit and BART. As of the writing of this staff report, seven City Councils have approved the TEP: Fremont, Livermore, Union City, Emeryville, Hayward, San Leandro and Oakland. The TEP is included on all city council agendas through early May. The Draft Final CWTP will be brought to the CAWG, TAWG and Steering Committee in March 2012. It is being aligned with the adopted TEP and costs are being escalated to be consistent with the RTP. Both the final draft CWTP and the final Transportation Expenditure Plan, along with the ordinance which will also be placed on the ballot, will be brought to the Commission in May 2012 for approval so that the Board of Supervisors can be requested at one of their June 2012 meetings to place the Transportation Expenditure Plan on the November 6, 2012 ballot. Staff will provide additional information at the meeting.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: Alameda CTC offices	March 22, 2012 May 24, 2012
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	March 8, 2012 May 10, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	March 8, 2012* May 10, 2012* *Note: The March and May CAWG

Committee	Regular Meeting Date and Time	Next Meeting
		meetings will be held jointly with the TAWG and will begin at 1:30.
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	March 7, 2012* April 3, 2012 May 1, 2012 *Note: this meeting has been cancelled.
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	March 7, 2012 April 3, 2012
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	March 8, 2012 April 26, 2012
Joint MTC Planning and ABAG Administrative Committee	2 nd Friday of the month, 9:30 a.m. Location: MetroCenter, Oakland	March 9, 2012 April 13, 2012 May 11, 2012

Fiscal Impact

None.

Attachments

- Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
- Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
- Attachment C: OneBayArea SCS Planning Process (revised October 2011)
- Attachment D: Status for Development of Compelling Case Letters for the RTP Projects

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**Summary of Next Quarter Countywide and Regional Planning Activities
(March 2012 through May 2012)**

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the March 2012 through May 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to develop the draft preferred Sustainable Communities Strategy (SCS) scenario;
- Coordinating with project sponsors identified as low performing in MTC's Project Performance Assessment to develop compelling cases;
- Coordinating with the local jurisdictions and ABAG to develop a draft Alameda County Draft Land Use Scenario Concept to test with the financially constrained transportation network in Spring 2012;
- Responding to comments on the Administrative Draft and releasing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP to align with the adopted TEP;
- Refining the countywide 28-year revenue projections consistent and concurrent with MTC's 28-year revenue projections;
- Presenting the Draft CWTP to the Steering Committee for approval; and
- Seek jurisdiction approvals of the Final TEP.

Regional Planning Efforts (RTP-SCS)

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are or will be:

- Releasing the draft preferred land use scenario (March 9) and the draft transportation investment strategy (April 13) and framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections; and
- Releasing the preferred land use and transportation scenario.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG);
- Submitting local transportation network priorities through the CWTP-TEP process; and
- Commenting on the project performance and alternative land use scenarios results.

Key Dates and Opportunities for Input¹

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed
Initial Vision Scenario Released: March 11, 2011: Completed
Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)
Preferred SCS Scenario Released/Approved: April/May 2012

RHNA

RHNA Process Begins: January 2011
Draft RHNA Methodology Adopted: July 2012
Draft RHNA Plan released: July 2012
Final RHNA Plan released/Adopted: April/May 2013

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: Completed
Transportation Policy Investment Dialogue: November 2011 – April 2012
Prepare SCS/RTP Plan: April 2012 – October 2012
Draft RTP/SCS for Released: November 2012
Prepare EIR: December 2012 – March 2013
Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Land Use Scenario Concept: May 2011 – May 2012
Call for Projects: Completed
Administrative Draft CWTP: Completed
Preliminary TEP Program and Project list: Completed
Final TEP Adopted: Completed
TEP approvals from jurisdictions: February – May 2012
Draft CWTP Released: March 2012
TEP Outreach: January 2011 – June 2012
Adopt Final CWTP and TEP: May/June 2012
TEP Submitted for Ballot: July 2012

Calendar Year 2010

Task	Meeting											
	2010						FY2010-2011					
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm. working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp. schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp. schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach												
Alameda CTC Technical Work	Information about upcoming CWTP Update and reauthorization											
Technical Studies/RFP/Work timelimes: 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, then, to negotiate or NTP			Technical Work
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP In April 2013			Local Land Use Update P-2009 begins & FDA Adjustment begins						Green House Gas Target approved by CNRB.	Start Vision Scenario Discussions		
												Projections 2011 Base Case Add methodology for Job/Housing Forecast (Statutory Target) Adopt Voluntary Performance Targets

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 1/4/2012

Calendar Year 2011

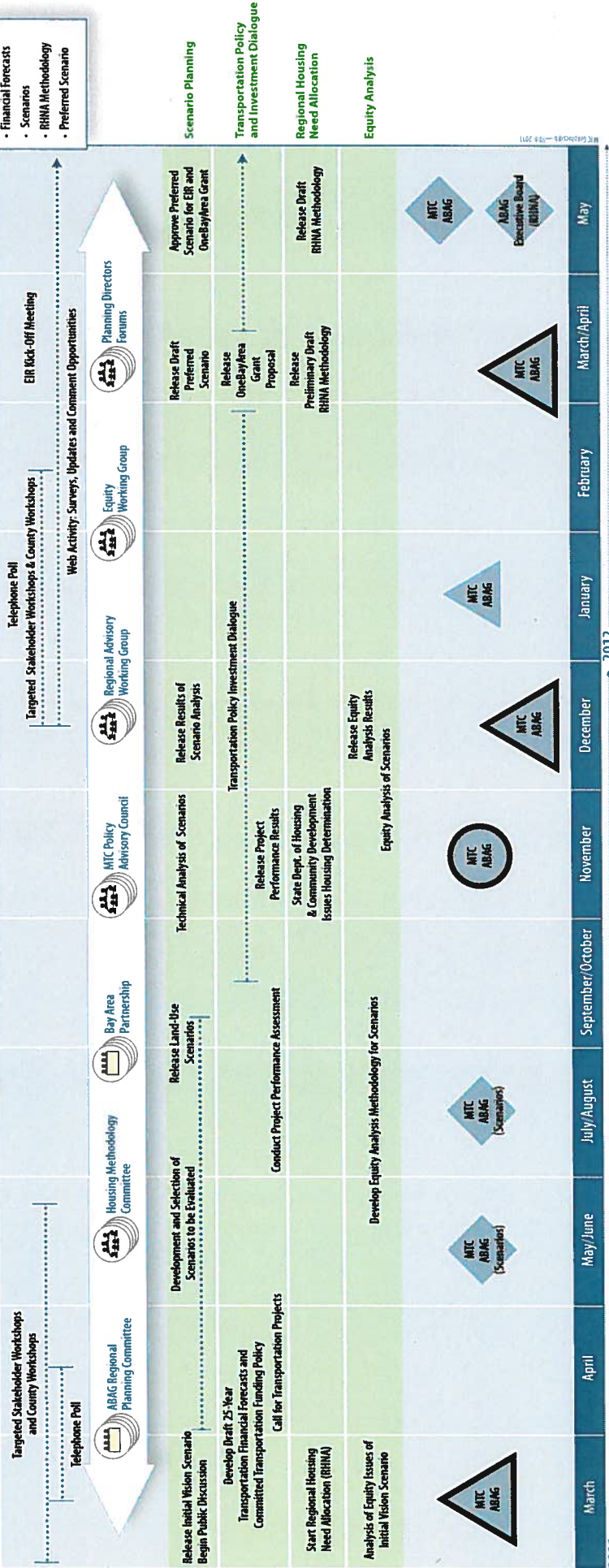
Task	2011												
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec	
Alameda CTC Committee/Public Process													
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, call for projects and prioritization questions;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

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BayArea Plan

Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011
Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue



- Phase Two Actions/Decisions:
- Initial Vision Scenario
 - Financial Forecasts
 - Scenarios
 - RHNA Methodology
 - Preferred Scenario

Scenario Planning

Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Equity Analysis

ABAG - ABAG Administrative Committee
MTC - MTC Planning Committee

JOINT document release by
ABAG and MTC

Decision

JOINT meeting of the ABAG Administrative Committee and the
MTC Planning Committee for Discussion/Public Comment

Meeting for Discussion/
Public Comment

*Subject to change

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

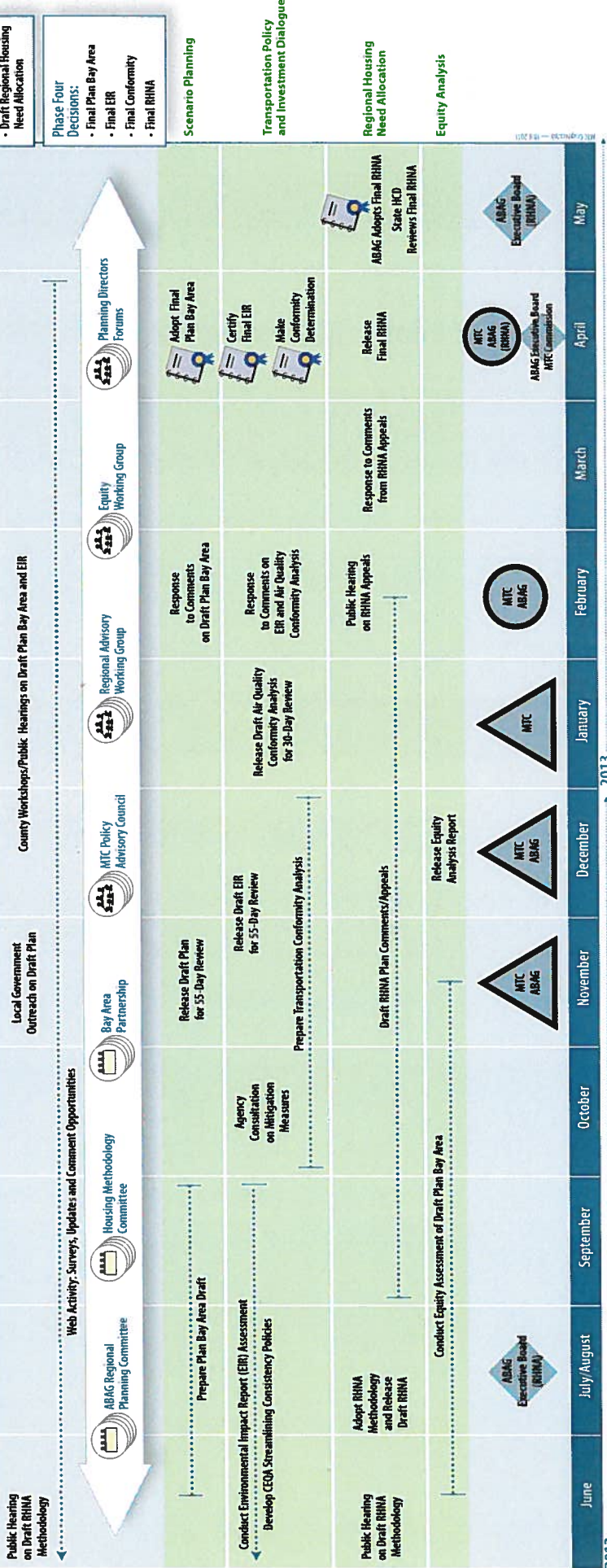
BayArea Plan

Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012-2013*

Revised October 2011

Phase 3: Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans

Phase 4: Plan Adoption



Phase Three Actions/Decisions:

- Draft Plan Bay Area
- Draft Regional Housing Need Allocation

Phase Four Decisions:

- Final Plan Bay Area
- Final EIR
- Final RHNA

Scenario Planning

Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Equity Analysis

*Subject to change

Policy Board Actions

- Meeting for Discussion/Public Comment

Decision

- ◆ JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment

Document Release

- ▲

JOINT document release by

- ▲ ABAG and MTC

ABAG - ABAG Administrative Committee
MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

Attachment D: Status for Development of Compelling Case Letters for the RTP Projects

RTP ID#	Project Title	Lead/Sponsor	Compelling case being developed?	Status
240216	Dumbarton Rail – Phase 2	Multi County/ SamTrans	Y	Letter under development by SamTrans.
22667	BART to Livermore: Full Extension	NA	N	Full extension is in CWTP Vision. Phase 1 is in Final Draft CWTP and submitted for RTP.
TBD (not 98139)	ACE Service Expansion	ACE	N	This was not a project submitted by ACE or Alameda CTC and it is not in the CWTP. No compelling case needed for Countywide ROW Acquisition Program RTP ID # 98139.
22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Capitol Corridor	N	Not fully funded in RTP at this time. Included in RTP and CWTP for project development only.
230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	City of Union City	Y	Letter under development by Union City.
240062, 22776	SR 84/I-680 Interchange Improvements + SR 84 Widening (Jack London to I-680)	City of Pleasanton	Y	Letter under development by Pleasanton.
240053	Whipple Road widening (Mission Boulevard to I-880)	City of Union City	N	Project will not go to construction in this cycle, in CWTP/RTP for project development only.

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MEMORANDUM

DATE: March 14, 2012

TO: Alameda County Transportation Commission

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Pamela Schock Mintzer, Wendel, Rosen, Black & Dean LLP

SUBJECT: **Consideration of Adoption of Resolutions of Necessity Authorizing Filing of Eminent Domain Action to Acquire Real Property Interests for the I-880 Southbound High Occupancy Vehicle (HOV) Lane Project (730.0).**

Recommendation

It is recommended that the Commission:

- 1) Conduct hearings on Resolutions of Necessity and consider all the evidence presented for the acquisition of the following real property interests necessary for the I-880 Southbound HOV Lane Project (the Project):
 - a. Caltrans Parcel 62278 (521 square foot (sf) temporary construction easement (TCE)), which is a portion of the property located at 10046 Empire Road, Oakland.
 - b. Caltrans Parcel 62279 (606 sf TCE), which is a portion of the property located at 10040 Empire Road, Oakland.
 - c. Caltrans Parcel 62285 (326 sf TCE), which is a portion of the property located at 9970 Gibraltar Road, Oakland.
 - d. Caltrans Parcel 62251 (100 sf TCE), which is a portion of the property located at 768 Warden Avenue, San Leandro.
 - e. Caltrans Parcel 62257 (500 sf TCE), which is a portion of the property located at 530 Warden Avenue, San Leandro.
 - f. Caltrans Parcel 62260 (500 sf TCE), which is a portion of the property located at 500 Warden Avenue, San Leandro.
 - g. Caltrans Parcel 62262 (509 sf TCE), which is a portion of the property located at 482 Warden Avenue, San Leandro.
 - h. Caltrans Parcel 62263 (500 sf TCE), which is a portion of the property located at 474 Warden Avenue, San Leandro.
 - i. Caltrans Parcels 62264 and 62265 (500 sf and 150 sf TCEs), which are portions of the properties located at 466 Warden Avenue, San Leandro.

- j. Caltrans Parcel 62267 (592 sf TCE), which is a portion of the property located at 440 Warden Avenue, San Leandro.
 - k. Caltrans Parcel 62277 (520 sf TCE), which is a portion of the property located at 10052 Empire Road, Oakland.
 - l. Caltrans Parcel 62288 (520 sf TCE), which is a portion of the property located at 9958 Gibraltar Road, Oakland.
 - m. Caltrans Parcel 62297 (9 sf TCE), which is a portion of the property located at 9500 Coral Road, Oakland.
- 2) Adopt, by at least a four-fifths vote of the membership of the Commission (e.g., at least 18 members), Resolutions of Necessity making the findings that the public interest and necessity require the Project, that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury, that the property sought to be acquired is necessary for the Project, that the offer required by Section 7267.2 of the Government Code has been made to the owners of record, and authorizing the commencement of eminent domain proceedings.

Summary

Fifty-eight temporary construction easements (TCEs) and one small fee acquisition are necessary for the construction of the I-880 Southbound High Occupancy Vehicle (HOV) Lane Project (730.0) (the Project). Alameda CTC has successfully negotiated the acquisition of 44 of the necessary temporary construction easements and the one small fee area. As of the date of this memorandum, 14 temporary construction easements were still to be acquired. To keep the Project on schedule and to avoid the risk of delay and a loss of funding, Alameda CTC must move forward with considering adopting resolutions of necessity to authorize filing eminent domain action to acquire the real property interests necessary for the Project.

Discussion

The I-880 Southbound High Occupancy Vehicle (HOV) Lane Project (730.0)

• Project Purpose and Need:

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) in cooperation with Alameda CTC propose to extend the existing southbound high occupancy vehicle lane on Interstate 880 from approximately 1700 feet south of the Marina Boulevard overcrossing in the City of San Leandro to Hegenberger Road in the City of Oakland.

The Project is being constructed to reduce travel time on southbound Interstate 880, and encourage additional HOV usage in the Interstate 880 corridor by extending the HOV lane which currently exists south of Marina Boulevard. Traffic counts in the I-880 corridor reflect that the number of vehicles using the I-880 corridor within the project limits are projected to increase by 30 percent by the year 2035. There is no existing HOV lane in the southbound direction of I-880 between Hegenberger Road and Marina Boulevard. This stretch of highway is heavily congested during peak morning and

evening commute hours due in part to merging traffic downstream of the project limits at Washington Avenue and State Route (SR) 238. This backup at times extends north to the Hegenberger Road interchange. The extension of the southbound HOV lane to Hegenberger Road would improve traffic conditions by facilitating the movement of high-occupancy vehicles around this queue. This in turn would reduce congestion in this section of the freeway and decrease travel time for HOV traffic, especially during the morning and evening peak hours.

In addition, the Project includes the creation of adequate inside and outside shoulders, where possible, which will allow for refuge area for disabled vehicles, and improve accessibility for the California Highway Patrol (CHP), emergency and maintenance vehicles. The adequate shoulders will also provide buffer space protecting maintenance workers from moving traffic. Finally, the Project will support regional air quality objectives by reducing the numbers of automobiles in use and idling in traffic with related reductions in vehicle hours traveled and vehicle miles of travel (VHT and VMT), especially during the southbound morning and evening peak period when air pollutants accumulate.

• **Project Description:**

The proposed improvements will be constructed over 3.0 miles, and include widening the southbound I-880 mainline outward to provide the additional width for a standard HOV lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate the HOV lane and provide standard vertical clearance over the freeway. The project will extend the start of the southbound HOV lane to the north by approximately three miles, widen the bridge over the Union Pacific Railroad (UPRR) and San Leandro Creek, reconstruct the on- and off-ramps at the Hegenberger Road and 98th Avenue interchanges to conform to the new mainline alignment, and reconstruct the on- and off-ramps at Davis Street and Marina Boulevard interchanges to conform to new elevations. Approximately 3,000 feet of soundwall will also be reconstructed. The Project will be constructed in two segments: The first construction contract will be the southern segment which includes the Davis Street and Marina Boulevard overcrossings. The second construction contract will construct the northern segment including the UPRR – San Leandro Creek bridge.

The Project is funded using a combination of Federal, State and local funding, including Congestion, Mitigation & Air Quality (CMAQ) federal funds, CMA TIP funds, and Measure B funds. On February 28, 2007, the California Transportation Commission adopted the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program, the first commitment of funds from the \$19.9 billion transportation infrastructure bond approved by California voters as Proposition 1B in November 2006. The Project is eligible for and is relying on CMIA funds, which it will receive if the Project is able to meet the April 30, 2012 CTC Certification deadline. Securing the right of way necessary for the project is an essential step in meeting this deadline. Alameda CTC's responsibility to the Project is \$7.325M in CMA TIP funds, and \$2.295M in Measure B funds.

- **Environmental Review:**

The environmental impacts of the Project were analyzed under both the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). In January 2010, Caltrans gave environmental clearance to the Project through the a Negative Declaration pursuant to CEQA, and in February 2010, the FHWA gave environmental clearance to the Project under NEPA through the approval of a Finding of No Significant Impact. Caltrans approved the Project in March 2010.

- **Project Right of Way Needs:**

On January 26, 2012, the Alameda County Transportation Commission (Alameda CTC) adopted a resolution requesting authority from Caltrans to hear resolutions of necessity for the Project, if any were necessary. Caltrans approved this request on February 3, 2102, and delegated its authority to hear any resolutions of necessity for the Project, contingent on Alameda CTC gaining the power of eminent domain. On February 23, 2012, in a joint meeting of the governing bodies of Alameda CTC, ACTIA and ACCMA, the decision was made to terminate the predecessor agencies as of the close of business on February 29, 2012. Pursuant to the joint powers agreement which created Alameda CTC, Alameda CTC automatically gained the power of eminent domain on March 1, 2012 upon the removal of ACTIA and ACCMA from membership in Alameda CTC. Alameda CTC accordingly has the authority to hear any resolutions of necessity for the Project.

The Project requires temporary construction easements (TCE) from 54 private properties and a small fee acquisition from one private property, as well as TCEs from two parcels owned by the City of San Leandro and from two parcels owned by Alameda County Flood Control and Water Conservation District, all within the cities of Oakland and San Leandro. The majority of the temporary construction easements are necessary for construction of soundwalls and retaining walls. At some locations these easements are necessary to provide adequate space for other construction activities including widening of bridge over San Leandro Creek. The small fee take is necessary for the widening of the Marina Boulevard off ramp.

Offers were made to the nine property owners in the southern segment in September and October 2010, with one offer made in February 2011. Alameda CTC was able to reach agreements for the acquisition of all the necessary eight TCEs and one fee area for the southern segment and thus no hearing on resolutions of necessity are required for the Project's southern segment.

Due to the large number of properties in the northern segment, the northern segment has been divided into two groups. Offers were made to the owners of the 20 parcels in Group 1 on April 14, 2011. Alameda CTC has reached an agreement for the acquisition of 17 of the 20 TCEs required from Group 1. Offers were made to the owners of the 30 parcels in Group 2 in late December 2011 and early January 2012. Alameda CTC has reached an agreement for the acquisition of 19 of the 30 TCEs required in Group 2. The northern segment does not require any fee acquisition.

The Subject Properties Required for the Project:

Alameda CTC has not yet been able to reach an agreement for the acquisition of 14 TCEs in the northern segment that are necessary for the Project, two of which have the same owner. Due to the critical time frame to secure State CMIA funding for the Project, eminent domain actions must be commenced to avoid the loss of funding. Nonetheless, staff will continue to negotiate with the owners of the 14 parcels in hopes of coming to a mutually agreeable resolution outside of court.

All the property interests required for the Project for which condemnation is proposed are temporary in nature and will be returned to the owners at the end of construction. The TCEs will last for 24 months to begin on notice to owner, and will conclude no later than September 30, 2015.

Group 1 Parcels:

1) Caltrans Parcel 62278 located at 10046 Empire Road, Oakland.

A 521 square foot temporary construction easement is required from the rear yard of this 4,940 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The residence is not located within the TCE area and will not be affected during construction. Landscaping and fencing are within the TCE area and will be acquired by the Project. The fencing will be replaced as part of the Project.

2) Caltrans Parcel 62279 located at 10040 Empire Road, Oakland.

A 606 square foot temporary construction easement is required from the rear yard of this 5,600 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The residence is not located within the TCE area and will not be affected during construction. Landscaping and fencing are within the TCE area and will be acquired by the Project. The fencing will be replaced as part of the Project.

3) Caltrans Parcel 62285 located at 9970 Gibraltar Road, Oakland.

A 326 square foot temporary construction easement is required from the rear yard of this 8,024 square foot residential property. A chicken coop, mature trees, and fencing are within the TCE area and will be acquired by the Project. The fencing will be replaced as part of the Project.

Group 2 Parcels:

4) Caltrans Parcel 62251 located at 768 Warden Avenue, San Leandro.

A 100 square foot temporary construction easement is required from the rear yard of this 4,655 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The residence is not located within the TCE area and will not be affected during construction. There is a shed within the TCE area, but it will be protected and preserved during construction.

The property is fenced and any fencing that is damaged or moved because of the Project will be replaced.

5) Caltrans Parcel 62257 located at 530 Warden Avenue, San Leandro.

A 500 square foot temporary construction easement is required from the rear yard of this 5,050 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The residence is not located within the TCE area and will not be impacted during construction. A detached garage is within the TCE area, but will be protected and preserved during construction. The property is fenced and any fencing that is damaged or moved because of the Project will be replaced.

6) Caltrans Parcel 62260 located at 500 Warden Avenue, San Leandro.

A 500 square foot temporary construction easement is required from the rear yard of this 5,250 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The residence is not located within the TCE area and will not be impacted during construction. Except for a concrete pad (which will not be damaged or disturbed during the use of the TCE), there are no improvements or landscaping within the TCE area. The property is fenced and any fencing that is damaged or moved because of the Project will be replaced.

7) Caltrans Parcel 62262 located at 482 Warden Avenue, San Leandro.

A 509 square foot temporary construction easement is required from the rear yard of this 5,250 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The residence is not located within the TCE area and will not be affected during construction. A detached wooden shed is within the TCE area, but will be protected and preserved during construction. The property is fenced and any fencing that is damaged or moved because of the Project will be replaced.

8) Caltrans Parcel 62263 located at 474 Warden Avenue, San Leandro.

A 500 square foot temporary construction easement is required from the rear yard of this 5,150 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The residence is not located within the TCE area and will not be affected during construction. There are two small fruit trees and fencing within the TCE area that will be acquired as part of the Project. Except for the landscaping, any other improvements within the TCE area that is damaged or moved because of the Project will be replaced.

9) Caltrans Parcels 62264 and 62265 located at 466 Warden Avenue, San Leandro.

A 500 square foot temporary construction easement and a 150 square foot temporary construction easement are required from the rear yard of these two combined parcels, which have the same owner and total 6,647 square feet. The TCE will be used to construct a new soundwall within the existing State right of

way. The main residence is not located within the TCE area and will not be affected during construction. A detached rental unit is within the TCE area, as is a large chicken coop and some landscaping. The chicken coop will be relocated during construction and the rental unit will not be affected by the construction. Except for the landscaping, any other improvements within the TCE area that is damaged or moved because of the Project will be replaced.

10) Caltrans Parcel 62267 located at 440 Warden Avenue, San Leandro.

A 592 square foot temporary construction easement is required from the rear yard of this 5,304 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The residence is not located within the TCE area and will not be affected during construction. A detached shop building is within the TCE area, but will be preserved during construction. The property is fenced and any fencing that is damaged or moved because of the Project will be replaced.

11) Caltrans Parcel 62277 located at 10052 Empire Road, Oakland.

A 520 square foot temporary construction easement is required from the rear yard of this 4,836 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The residence is not located within the TCE area and will not be affected during construction. A detached garage used for storage, a dog house, and landscaping are within the TCE area, but will be preserved during construction. The property is fenced and any fencing that is damaged or moved because of the Project will be replaced.

12) Caltrans Parcel 62288 located at 9958 Gibraltar Road, Oakland.

A 520 square foot temporary construction easement is required from the rear yard of this 5,200 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The residence is not located within the TCE area and will not be affected during construction. Two metal sheds are within the TCE area along with fencing and landscaping. Except for the landscaping, all improvements within the TCE area will be protected during construction.

13) Caltrans Parcel 62297 located at 9500 Coral Road, Oakland.

A 9 square foot temporary construction easement is required from the rear yard of this 4,125 square foot residential property. The TCE will be used to construct a new soundwall within the existing State right of way. The main residence is not located within the TCE area and will not be affected during construction. A detached studio unit is within the TCE area, but will be preserved during construction. The property is fenced and any fencing that is damaged or moved because of the Project will be replaced.

The Proposed Resolutions of Necessity:

Adoption of Resolutions of Necessity with the following findings, **by at least four-fifths vote (by membership)** of the Commission, is required for the initiation of the proposed eminent domain actions:

1. The public interest and necessity require the proposed project.

The I-880 corridor within the Project limits experiences severe congestion in the morning and evening peak commute periods. In part as a result of truck restrictions on I-580, the I-880 Corridor is the primary north-south freight route to and from the Port of Oakland. I-880 is also a major commuter route, providing connections between centers in Alameda, Santa Clara, San Francisco, Contra Costa and San Mateo Counties. Travel forecasts indicate that traffic volumes will increase by 30% by 2035. The addition of HOV lane will alleviate congestion by encouraging the use of carpools and reducing the number of vehicles used by single occupants.

2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

Alameda CTC staff and consultants studied and considered a number of alternatives for the Project design within the severely constricted I-880 corridor. No other alternative that was studied provided the needed congestion relief afforded by the Project. The Project as planned will thus be a benefit to the residents of Alameda County and the region as a whole, while impacting relatively few private property owners.

3. The property described in the resolution of necessity is necessary for the proposed project.

As noted, alternatives for the Project were studied, and it was determined that the Project as planned provided the greatest benefit to the residents of Alameda County and the region as a whole. The noted acquisitions are necessary for the Project as planned. After the Project is completed, the temporary construction easements will be returned in a functionally equivalent state to the owners.

4. The offer required by Government Code Section 7267.2 has been made to all owners of record.

On the dates noted above, the Project right of way consultants made the required written offers to the representative of the owner of record for each parcel, based on an approved appraisal of the fair market value of the property as a whole and the specific property interests necessary for the Project. The offers included a written statement containing detail sufficient to indicate the basis for the offer as required by Government Code section 7267.2, and an informational pamphlet setting out the eminent domain process and the property owner's rights. Written notices of Alameda CTC's Intent to Adopt a Resolution of Necessity, setting forth the date, time and location of the Alameda CTC

meeting during which the Commission would consider adopting the requisite Resolutions of Necessity were mailed to the owners of record at least 45 days in advance of the meeting.

Issues related to compensation for the real property interests necessary for the Project are not considered as part of the hearing on the proposed Resolutions of Necessity.

Conclusion:

It is recommended that Alameda CTC hold a hearing regarding the proposed Resolutions of Necessity, and thereafter adopt each of the Resolutions based on the above findings and information.

Attachments

Attachment A: Proposed Resolutions with attached legal descriptions and plat maps

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RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
 DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
 ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
 DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

- (a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;
- (b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 045-5319-032
62278

REAL PROPERTY in the City of Oakland, County of Alameda, State of California, being a portion of Lot 46 as shown upon that map of Tract 669 filed for record October 25, 1943, in Book 8 of Maps, page 64, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 46, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 46, South 52°07'16" West, 10.02 feet;

Thence North 33°50'21" West, 52.13 feet, to the northwesterly line of said Lot 46;

Thence along said northwesterly line, North 52°07'16" East, 10.02 feet, to the northeasterly line of said Lot 46;

Thence along said northeasterly line, South 33°50'21" East, 52.13 feet, to the POINT OF BEGINNING.

Containing 521 square feet or 0.012 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	S52°07'16"W	10.02'
L2	N33°50'21"W	52.13'
L3	N52°07'16"E	10.02'
L4	S33°50'21"E	52.13'

LEGEND



TEMPORARY
CONSTRUCTION
EASEMENT

P.O.B.

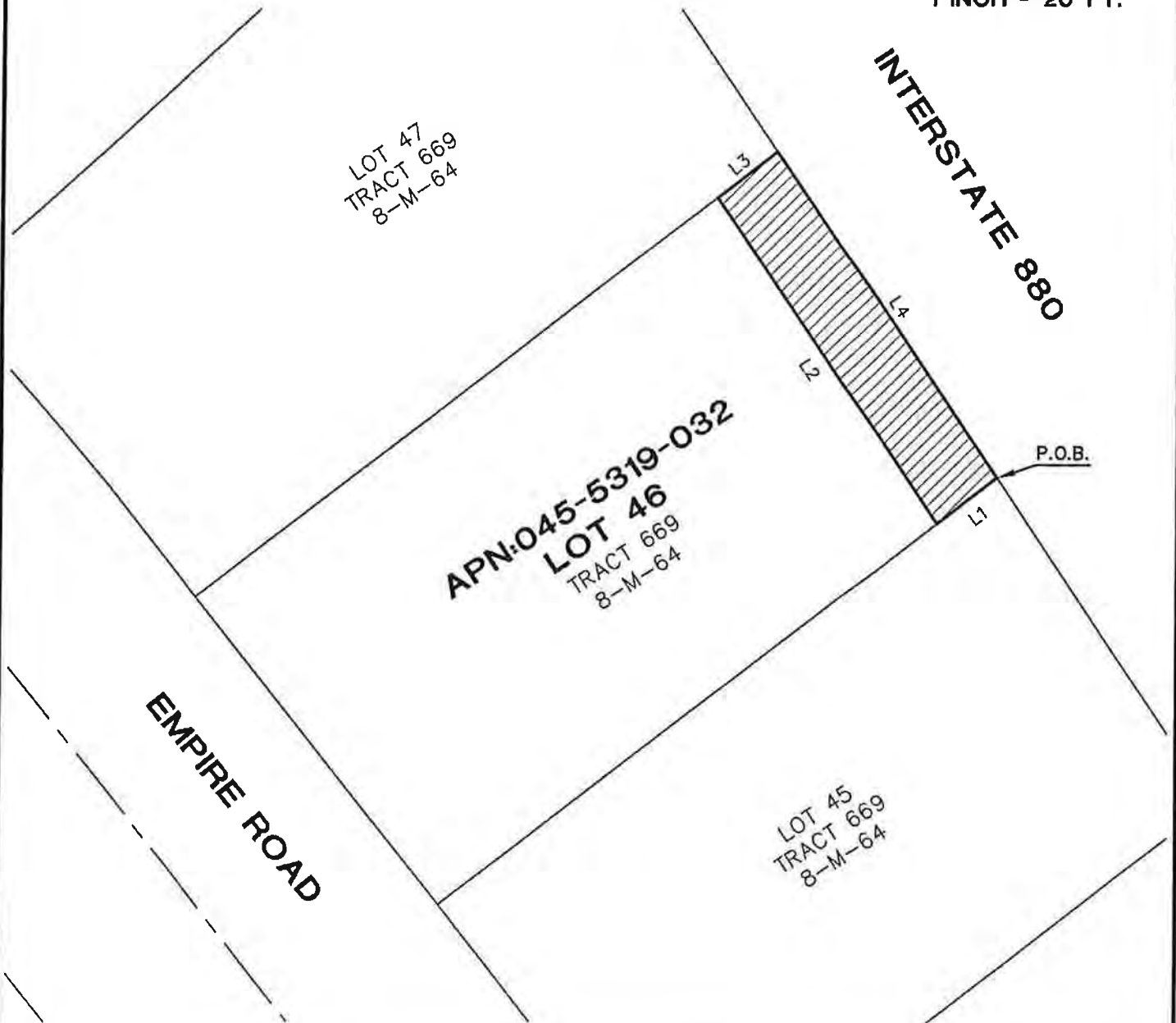
POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE
3, EPOCH 1991.35 IN U.S. SURVEY
FEET. TO CONVERT GRID DISTANCES
SHOWN TO GROUND DISTANCES,
MULTIPLY BY 1.00007062.

62278



GRAPHIC SCALE
1 INCH = 20 FT.



SHEET 1 OF 1

Date:	07-19-10
Scale:	1" = 20'
Designed:	-
Drawn:	TG
Checked:	SD
Proj. Engr.:	-
368203PL28	

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
APN: 045-5319-032
LANDS OF BROWN
OAKLAND ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

- (a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;
- (b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 045-5319-031
62279

REAL PROPERTY in the City of Oakland, County of Alameda, State of California, being a portion of Lot 47 as shown upon that map of Tract 669 filed for record October 25, 1943, in Book 8 of Maps, page 64, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 47, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 47, South 52°07'16" West, 10.02 feet;

Thence North 33°50'21" West, 60.16 feet, to the northwesterly line of said Lot 47;

Thence along said northwesterly line, North 47°08'19" East, 10.13 feet, to the northeasterly line of said Lot 47;

Thence along said northeasterly line, South 33°50'21" East, 61.05 feet, to the POINT OF BEGINNING.

Containing 606 square feet or 0.014 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	S52°07'16"W	10.02'
L2	N33°50'21"W	60.16'
L3	N47°08'19"E	10.13'
L4	S33°50'21"E	61.05'

LEGEND



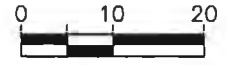
TEMPORARY
CONSTRUCTION
EASEMENT

P.O.B.

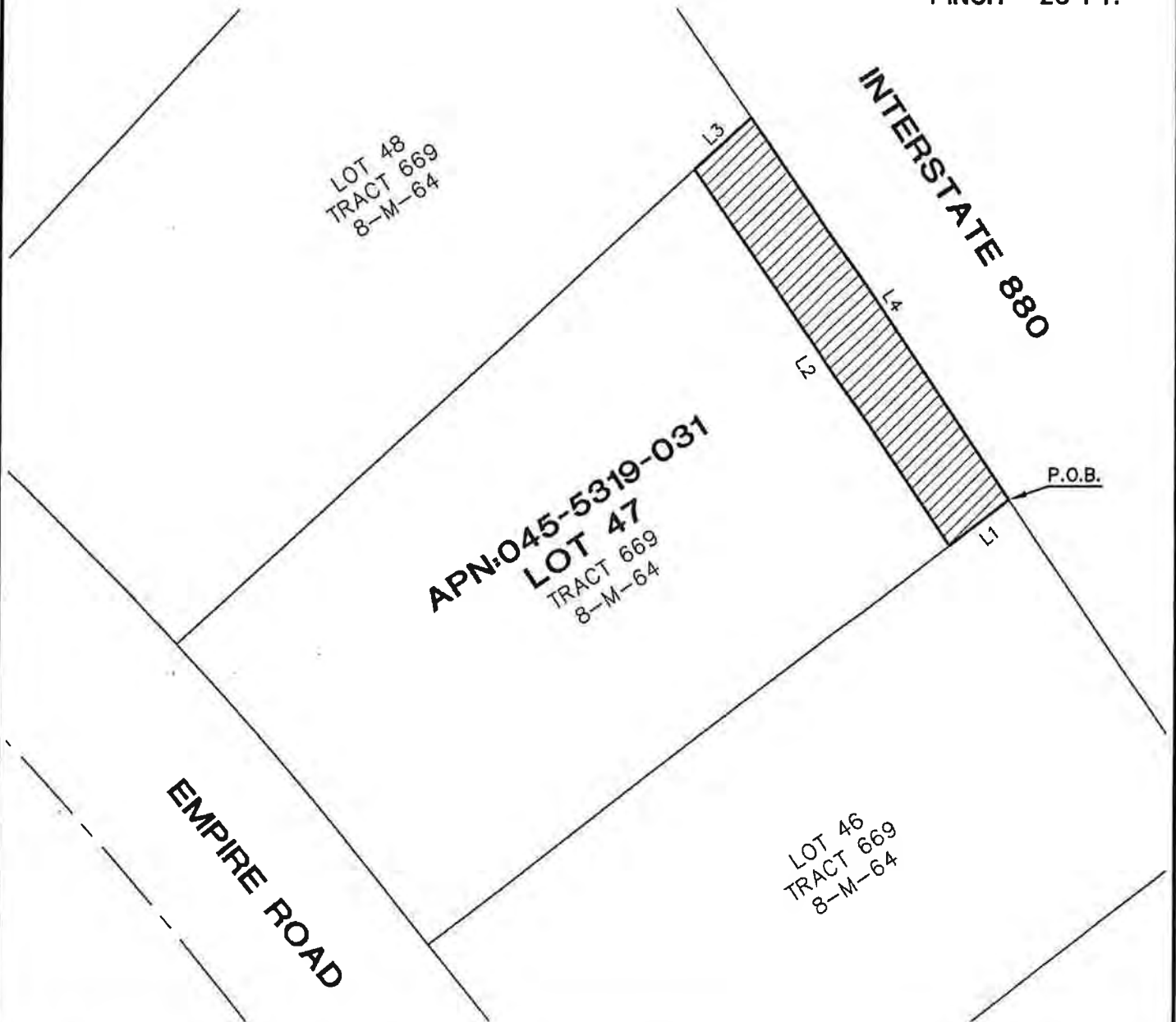
POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE
3, EPOCH 1991.35 IN U.S. SURVEY
FEET. TO CONVERT GRID DISTANCES
SHOWN TO GROUND DISTANCES,
MULTIPLY BY 1.00007062.

62279



GRAPHIC SCALE
1 INCH = 20 FT.



SHEET 1 OF 1

Date: 07-19-10
Scale: 1" = 20'
Designed: -
Drawn: TG
Checked: SD
Proj. Engr.: -
368203PL29



1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMMca.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
APN: 045-5319-031

OAKLAND

ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

- (a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;
- (b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 045-5319-024
62285

REAL PROPERTY in the City of Oakland, County of Alameda, State of California, being a portion of Lot 54 as shown upon that map of Tract 669 filed for record October 25, 1943, in Book 8 of Maps, page 64, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 54, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 54, South 56°00'19" West, 10.00 feet;

Thence North 33°50'21" West, 35.15 feet, to the northerly line of said Lot 54;

Thence along said northerly line, North 83°17'29" East, 11.24 feet, to the northeasterly line of said Lot 54;

Thence along said northeasterly line, South 33°50'21" East, 30.00 feet, to the POINT OF BEGINNING.

Containing 326 square feet or 0.007 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	S56°00'19"W	10.00'
L2	N33°50'21"W	35.15'
L3	N83°17'29"E	11.24'
L4	S33°50'21"E	30.00'

LEGEND



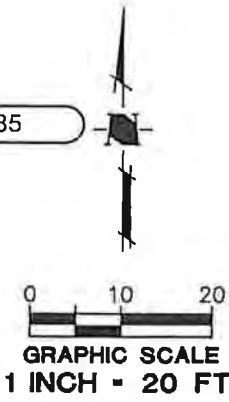
TEMPORARY
CONSTRUCTION
EASEMENT

P.O.B.

POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE
3, EPOCH 1991.35 IN U.S. SURVEY
FEET. TO CONVERT GRID DISTANCES
SHOWN TO GROUND DISTANCES,
MULTIPLY BY 1.00007062.

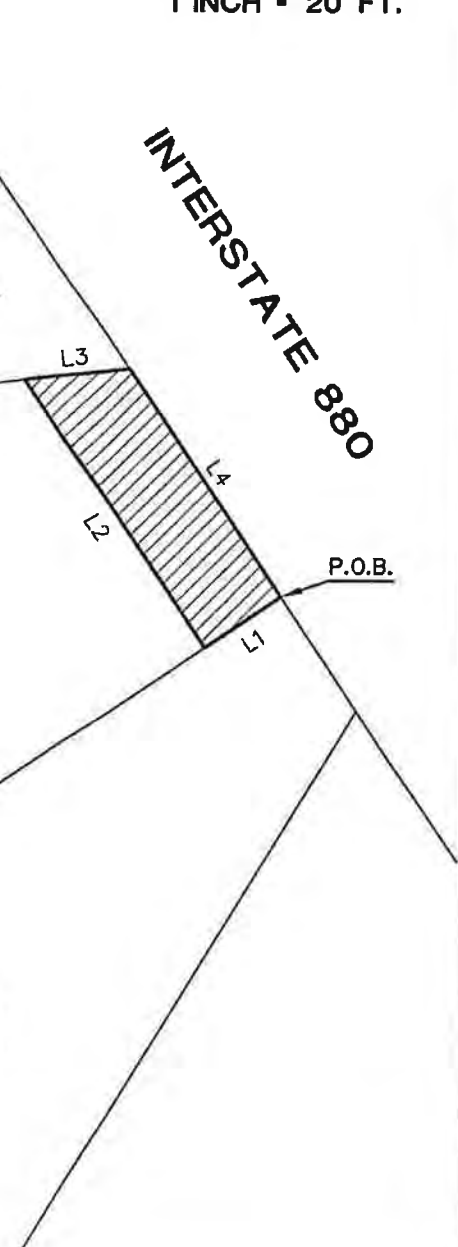
62285



LOT 55
TRACT 669
8-M-64

APN: 045-5319-024
LOT 54
TRACT 669
8-M-64

LOT 52
TRACT 669
8-M-64



INTERSTATE 880

P.O.B.

SHEET 1 OF 1

Date:	07-19-10
Scale:	1" = 20'
Designed:	-
Drawn:	TG
Checked:	SD
Proj. Eng.:	-
368203PL35	



1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
APN: 045-5319-024

OAKLAND ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

- (a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;
- (b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



July 19, 2010
HMH 3682.01.270
Page 1 of 1

EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-116
62251

REAL PROPERTY in the City of San Leandro, County of Alameda, State of California, being a portion of Lot 3 as shown upon that map of Tract 777 filed for record December 31, 1946, in Book 22 of Maps, page 46, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 3, being a point in the westerly right of way line of Interstate 880;

Thence along the northeasterly line of said Lot 3, North 37°50'06" West, 10.91 feet, to the TRUE POINT OF BEGINNING;

Thence South 52°09'54" West, 10.00 feet;

Thence North 37°50'06" West, 10.00 feet;

Thence North 52°09'54" East, 10.00 feet, to the northeasterly line of said Lot 3;

Thence along said northeasterly line, South 37°50'06" East, 10.00 feet, to the TRUE POINT OF BEGINNING.

Containing 100 square feet or 0.002 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	N37°50'06"W	10.91'
L2	S52°09'54"W	10.00'
L3	N37°50'06"W	10.00'
L4	N52°09'54"E	10.00'
L5	S37°50'06"E	10.00'

LEGEND



TEMPORARY
CONSTRUCTION
EASEMENT

62251

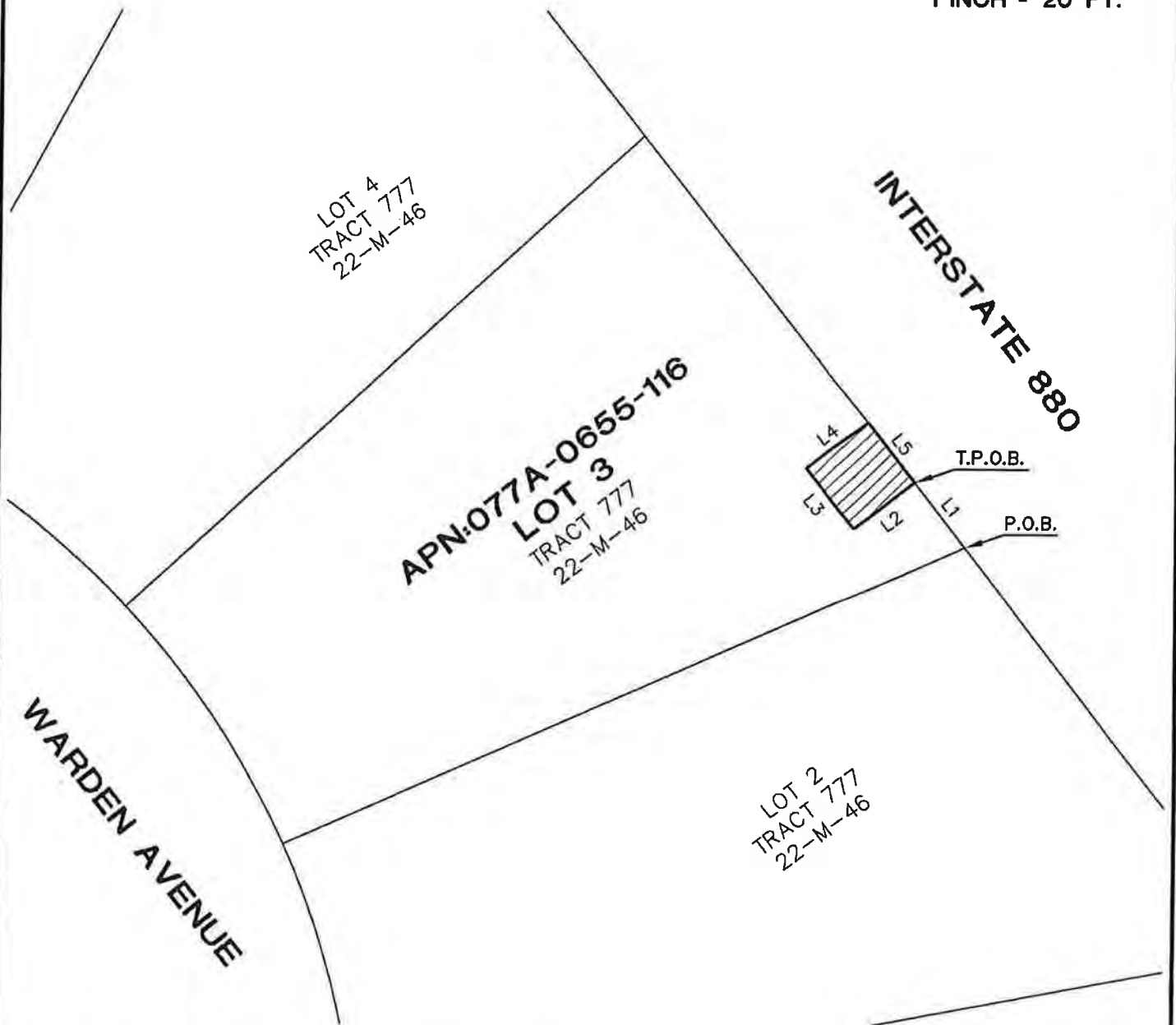
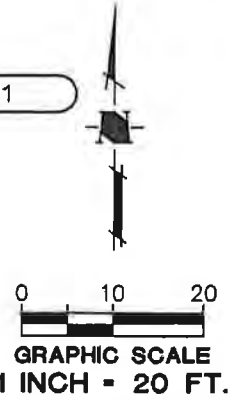
P.O.B.

POINT OF BEGINNING

T.P.O.B.

TRUE POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE,
3, EPOCH 1991.35 IN U.S. SURVEY
FEET. TO CONVERT GRID DISTANCES
SHOWN TO GROUND DISTANCES,
MULTIPLY BY 1.00007062.



SHEET 1 OF 1

Date:	07-19-10
Scale:	1" = 20'
Designed:	-
Drawn:	TG
Checked:	SD
Proj. Eng.:	-
368203PL01	

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-116
LANDS OF INIGUEZ
SAN LEANDRO ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

- (a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;
- (b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-098
62257

REAL PROPERTY in the City of San Leandro, County of Alameda, State of California, being a portion of Lot 20 as shown upon that map of Tract 777 filed for record December 31, 1946, in Book 22 of Maps, page 46, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 20, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 20, South 52°09'09" West, 10.00 feet;

Thence northwesterly, along a non-tangent curve to the right, having a radius of 10,099.29 feet, whose center bears North 52°53'23" East, through a central angle of 00°17'01" for an arc length of 49.99 feet, to the northwesterly line of said Lot 20;

Thence along said northwesterly line, North 52°09'34" East, 10.00 feet, to the northeasterly line of said Lot 20;

Thence along said northeasterly line, southeasterly, along a non-tangent curve to the left, having a radius of 10,089.29 feet, whose center bears North 53°10'28" East, through a central angle of 00°17'02" for an arc length of 49.99 feet, to the POINT OF BEGINNING.

Containing 500 square feet or 0.011 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	N52°09'09"E	10.00'
L2	S52°09'34"W	10.00'

CURVE	RADIUS	DELTA	LENGTH
C1	10099.29'	0°17'01"	49.99'
C2	10089.29'	0°17'02"	49.99'

LEGEND

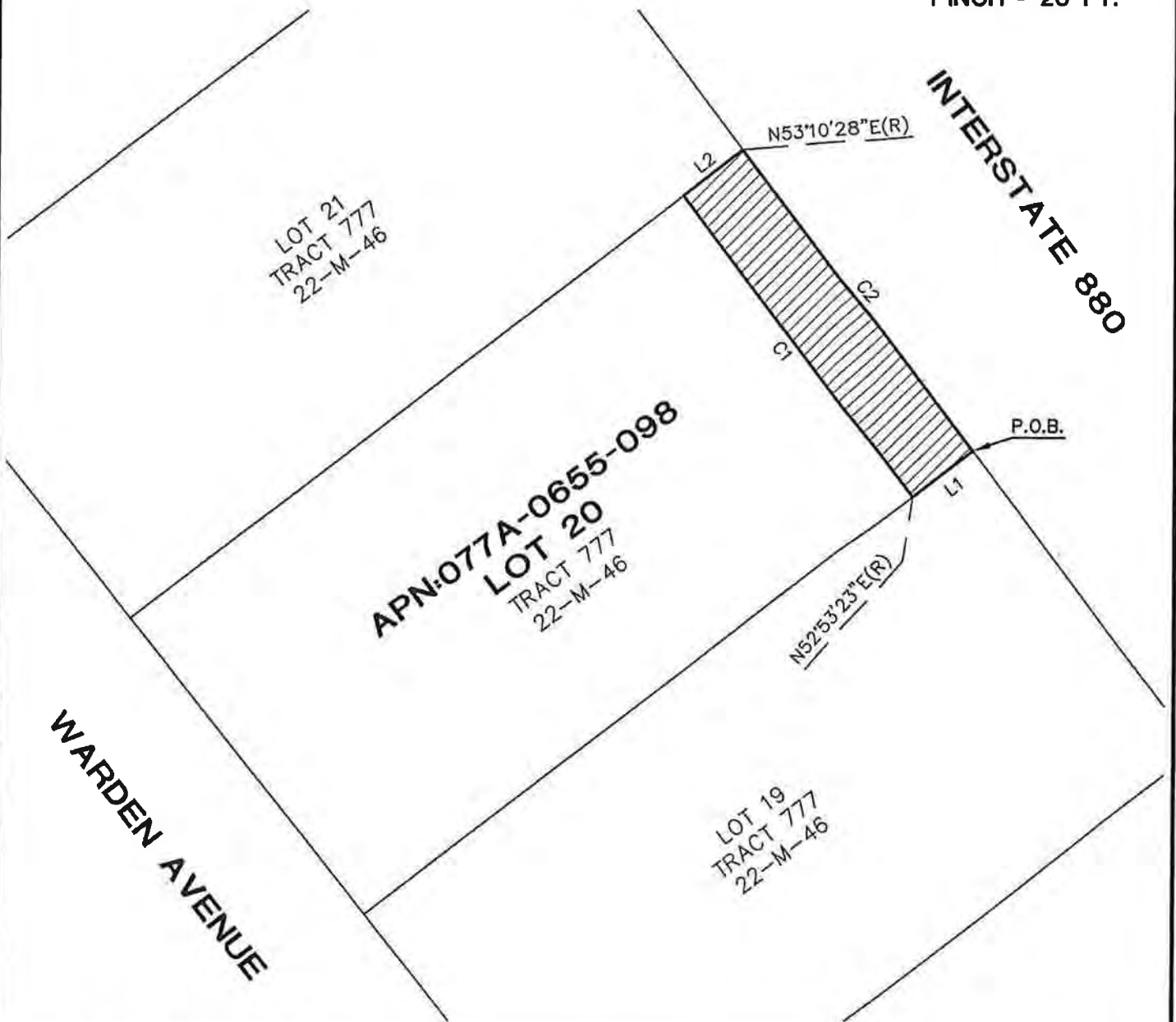
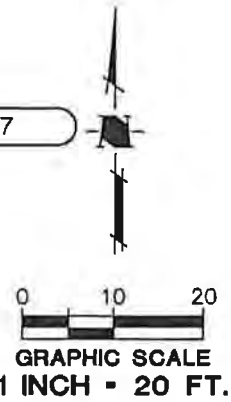


TEMPORARY
CONSTRUCTION
EASEMENT

62257

P.O.B. POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE 3, EPOCH 1991.35 IN U.S. SURVEY FEET. TO CONVERT GRID DISTANCES SHOWN TO GROUND DISTANCES, MULTIPLY BY 1.00007062.



SHEET 1 OF 1

Date:	07-19-10
Scale:	1" = 20'
Designed:	-
Drawn:	TG
Checked:	SD
Proj. Engr.:	-
368203PL07	



1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMMca.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-098
LANDS OF LEE

SAN LEANDRO

ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

- (a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;
- (b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-095
62260

REAL PROPERTY in the City of San Leandro, County of Alameda, State of California, being a portion of Lot 23 as shown upon that map of Tract 777 filed for record December 31, 1946, in Book 22 of Maps, page 46, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 23, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 23, South 52°10'50" West, 10.00 feet;

Thence northwesterly, along a non-tangent curve to the right, having a radius of 10,099.29 feet, whose center bears North 53°44'26" East, through a central angle of 00°17'01" for an arc length of 49.99 feet, to the northwesterly line of said Lot 23;

Thence along said northwesterly line, North 52°11'42" East, 10.01 feet, to the northeasterly line of said Lot 23;

Thence along said northeasterly line, southeasterly, along a non-tangent curve to the left, having a radius of 10,089.29 feet, whose center bears North 54°01'34" East, through a central angle of 00°17'02" for an arc length of 49.99 feet, to the POINT OF BEGINNING.

Containing 500 square feet or 0.011 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	S52°10'50"W	10.00'
L2	N52°11'42"E	10.01'

CURVE	RADIUS	DELTA	LENGTH
C1	10099.29'	0°17'01"	49.99'
C2	10089.29'	0°17'02"	49.99'

LEGEND

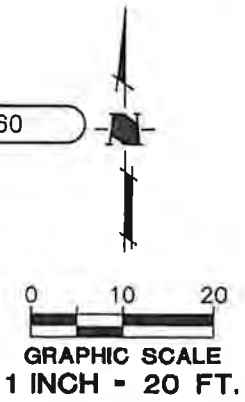


TEMPORARY
CONSTRUCTION
EASEMENT

62260

P.O.B. POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE 3, EPOCH 1991.35 IN U.S. SURVEY FEET. TO CONVERT GRID DISTANCES SHOWN TO GROUND DISTANCES, MULTIPLY BY 1.00007062.



SHEET 1 OF 1

Date:	07-19-10
Scale:	1" = 20'
Designed:	-
Drawn:	TG
Checked:	SD
Proj. Engr.:	-
368203PL10	

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMCa.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-095
SAN LEANDRO ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-093
62262

REAL PROPERTY in the City of San Leandro, County of Alameda, State of California, being a portion of Lot 25 as shown upon that map of Tract 777 filed for record December 31, 1946, in Book 22 of Maps, page 46, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 25, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 25, South 57°50'53" West, 10.02 feet;

Thence northwesterly, along a non-tangent curve to the right, having a radius of 10,099.29 feet, whose center bears North 54°17'07" East, through a central angle of 00°17'18" for an arc length of 50.83 feet, to the northwesterly line of said Lot 25;

Thence along said northwesterly line, North 56°46'38" East, 10.01 feet, to the northeasterly line of said Lot 25;

Thence along said northeasterly line, southeasterly, along a non-tangent curve to the left, having a radius of 10,089.29 feet, whose center bears North 54°34'17" East, through a central angle of 00°17'23" for an arc length of 51.02 feet, to the POINT OF BEGINNING.

Containing 509 square feet or 0.012 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	N57°50'53"E	10.02'
L2	S56°46'38"W	10.01'

CURVE	RADIUS	DELTA	LENGTH
C1	10099.29'	0°17'18"	50.83'
C2	10089.29'	0°17'23"	51.02'

LEGEND

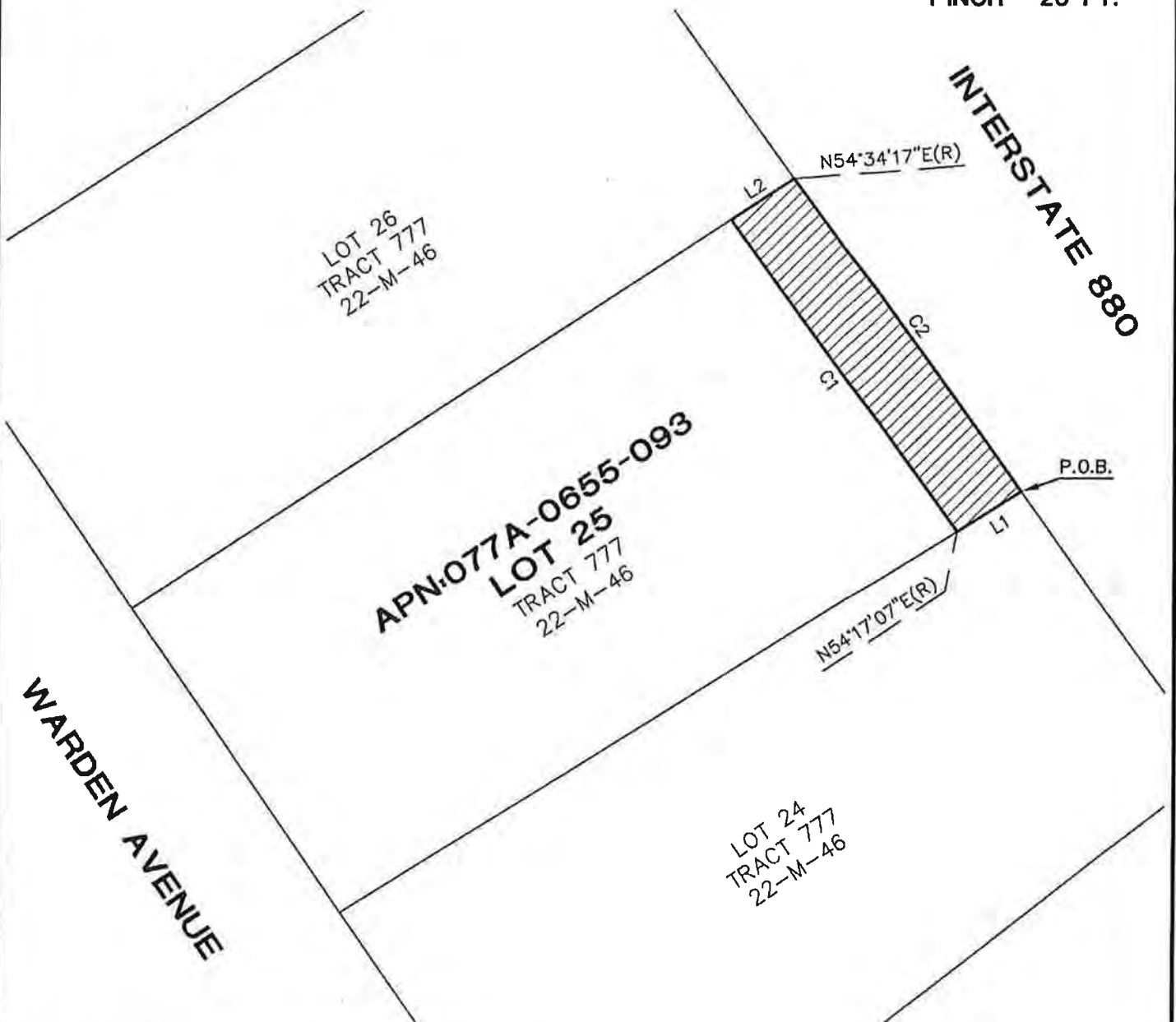
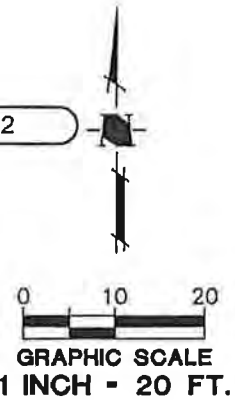


TEMPORARY
CONSTRUCTION
EASEMENT

62262

P.O.B. POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE 3, EPOCH 1991.35 IN U.S. SURVEY FEET. TO CONVERT GRID DISTANCES SHOWN TO GROUND DISTANCES, MULTIPLY BY 1.00007062.



SHEET 1 OF 1

Date: 07-19-10
 Scale: 1" = 20'
 Designed: -
 Drawn: TG
 Checked: SD
 Proj. Engr.: -
 368203PL12

1570 Oakland Road (408) 487-2200
 San Jose, CA 95131 HMHca.com

Plat to accompany description:
 TEMPORARY CONSTRUCTION EASEMENT
 APN: 077A-0655-093
 LANDS OF O'BRIEN
 SAN LEANDRO ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

- (a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;
- (b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-092
62263

REAL PROPERTY in the City of San Leandro, County of Alameda, State of California, being a portion of Lot 26 as shown upon that map of Tract 777 filed for record December 31, 1946, in Book 22 of Maps, page 46, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 26, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 26, South 56°46'38" West, 10.01 feet;

Thence northwesterly, along a non-tangent curve to the right, having a radius of 10,099.29 feet, whose center bears North 54°34'25" East, through a central angle of 00°17'01" for an arc length of 49.99 feet, to the northwesterly line of said Lot 26;

Thence along said northwesterly line, North 56°47'51" East, 10.01 feet, to the northeasterly line of said Lot 26;

Thence along said northeasterly line, southeasterly, along a non-tangent curve to the left, having a radius of 10,089.29 feet, whose center bears North 54°51'19" East, through a central angle of 00°17'02" for an arc length of 49.99 feet, to the POINT OF BEGINNING.

Containing 500 square feet or 0.011 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	S56°46'38"W	10.01'
L2	S56°47'51"W	10.01'

CURVE	RADIUS	DELTA	LENGTH
C1	10099.29'	0°17'01"	49.99'
C2	10089.29'	0°17'02"	49.99'

LEGEND



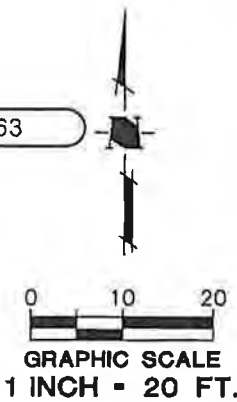
TEMPORARY
CONSTRUCTION
EASEMENT

P.O.B.

POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE 3, EPOCH 1991.35 IN U.S. SURVEY FEET. TO CONVERT GRID DISTANCES SHOWN TO GROUND DISTANCES, MULTIPLY BY 1.00007062.

62263



SHEET 1 OF 1

Date:	07-19-10
Scale:	1" = 20'
Designed:	-
Drawn:	TG
Checked:	SD
Proj. Engr.:	-
368203PL13	

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
 APN: 077A-0655-092
 LANDS OF DIOLAZO
 SAN LEANDRO ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



July 19, 2010
HMH 3682.01.270
Page 1 of 1

EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-091
62264

REAL PROPERTY in the City of San Leandro, County of Alameda, State of California, being a portion of Lot 27 as shown upon that map of Tract 777 filed for record December 31, 1946, in Book 22 of Maps, page 46, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 27, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 27, South $56^{\circ}47'51''$ West, 10.01 feet;

Thence northwesterly, along a non-tangent curve to the right, having a radius of 10,099.29 feet, whose center bears North $54^{\circ}51'26''$ East, through a central angle of $00^{\circ}17'01''$ for an arc length of 49.99 feet, to the northwesterly line of said Lot 27;

Thence along said northwesterly line, North $56^{\circ}48'46''$ East, 10.00 feet, to the northeasterly line of said Lot 27;

Thence along said northeasterly line, southeasterly, along a non-tangent curve to the left, having a radius of 10,089.29 feet, whose center bears North $55^{\circ}08'21''$ East, through a central angle of $00^{\circ}17'02''$ for an arc length of 49.99 feet, to the POINT OF BEGINNING.

Containing 500 square feet or 0.011 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.





EXHIBIT "B"
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-090-02
62265

REAL PROPERTY in the City of San Leandro, County of Alameda, State of California, being a portion of that parcel of land as described in the deed recorded January 20, 1956, in Book 7912 on page 211, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said parcel of land, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said parcel of land, South 56°48'46" West, 10.00 feet;

Thence northwesterly, along a non-tangent curve to the right, having a radius of 10,099.29 feet, whose center bears North 55°08'27" East, through a central angle of 00°05'06" for an arc length of 15.01 feet, to the northwesterly line of said parcel of land;

Thence along said northwesterly line, North 56°48'46" East, 10.00 feet, to the northeasterly line of said parcel of land;

Thence along said northeasterly line, southeasterly, along a non-tangent curve to the left, having a radius of 10,089.29 feet, whose center bears North 55°13'28" East, through a central angle of 00°05'07" for an arc length of 15.01 feet, to the POINT OF BEGINNING.

Containing 150 square feet or 0.003 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	S56°48'46"W	10.00'
L2	N56°48'46"E	10.00'

CURVE	RADIUS	DELTA	LENGTH
C1	10099.29'	0°05'06"	15.01'
C2	10089.29'	0°05'07"	15.01'

LEGEND

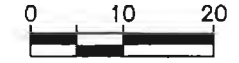
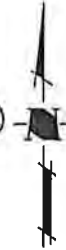


TEMPORARY
CONSTRUCTION
EASEMENT

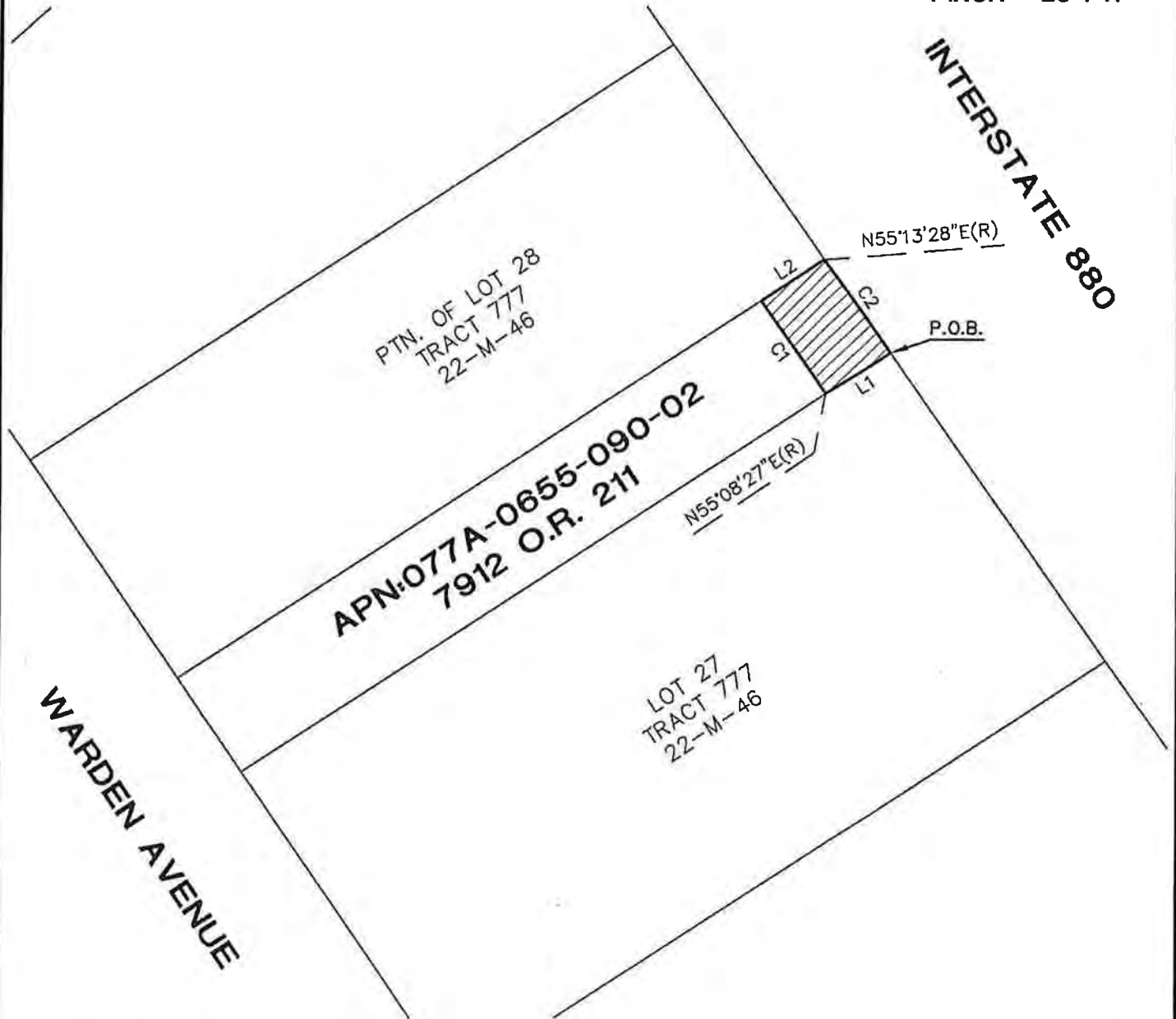
P.O.B. POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE 3, EPOCH 1991.35 IN U.S. SURVEY FEET. TO CONVERT GRID DISTANCES SHOWN TO GROUND DISTANCES, MULTIPLY BY 1.00007062.

62265



GRAPHIC SCALE
1 INCH = 20 FT.



SHEET 1 OF 1

Date:	07-19-10
Scale:	1" = 20'
Designed:	-
Drawn:	TG
Checked:	SD
Proj. Engr.:	-
368203PL15	



1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
 APN: 077A-0655-090-02
 LANDS OF GUZMAN
 SAN LEANDRO ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

- (a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;
- (b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



July 19, 2010
HMH 3682.01.270
Page 1 of 1

EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-089
62267

REAL PROPERTY in the City of San Leandro, County of Alameda, State of California, being a portion of Lot 29 as shown upon that map of Tract 777 filed for record December 31, 1946, in Book 22 of Maps, page 46, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 29, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 29, South 56°49'30" West, 10.00 feet;

Thence northwesterly, along a non-tangent curve to the right, having a radius of 10,099.29 feet, whose center bears North 55°25'28" East, through a central angle of 00°19'52" for an arc length of 58.35 feet, to the northwesterly line of said Lot 29;

Thence along said northwesterly line, North 47°18'13" East, 10.11 feet, to the northeasterly line of said Lot 29;

Thence along said northeasterly line, southeasterly, along a non-tangent curve to the left, having a radius of 10,089.29 feet, whose center bears North 55°45'50" East, through a central angle of 00°20'27" for an arc length of 60.02 feet, to the POINT OF BEGINNING.

Containing 592 square feet or 0.014 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	S56°49'30"W	10.00'
L2	N47°18'13"E	10.11'

CURVE	RADIUS	DELTA	LENGTH
C1	10099.29'	0°19'52"	58.35'
C2	10089.29'	0°20'27"	60.02'

LEGEND



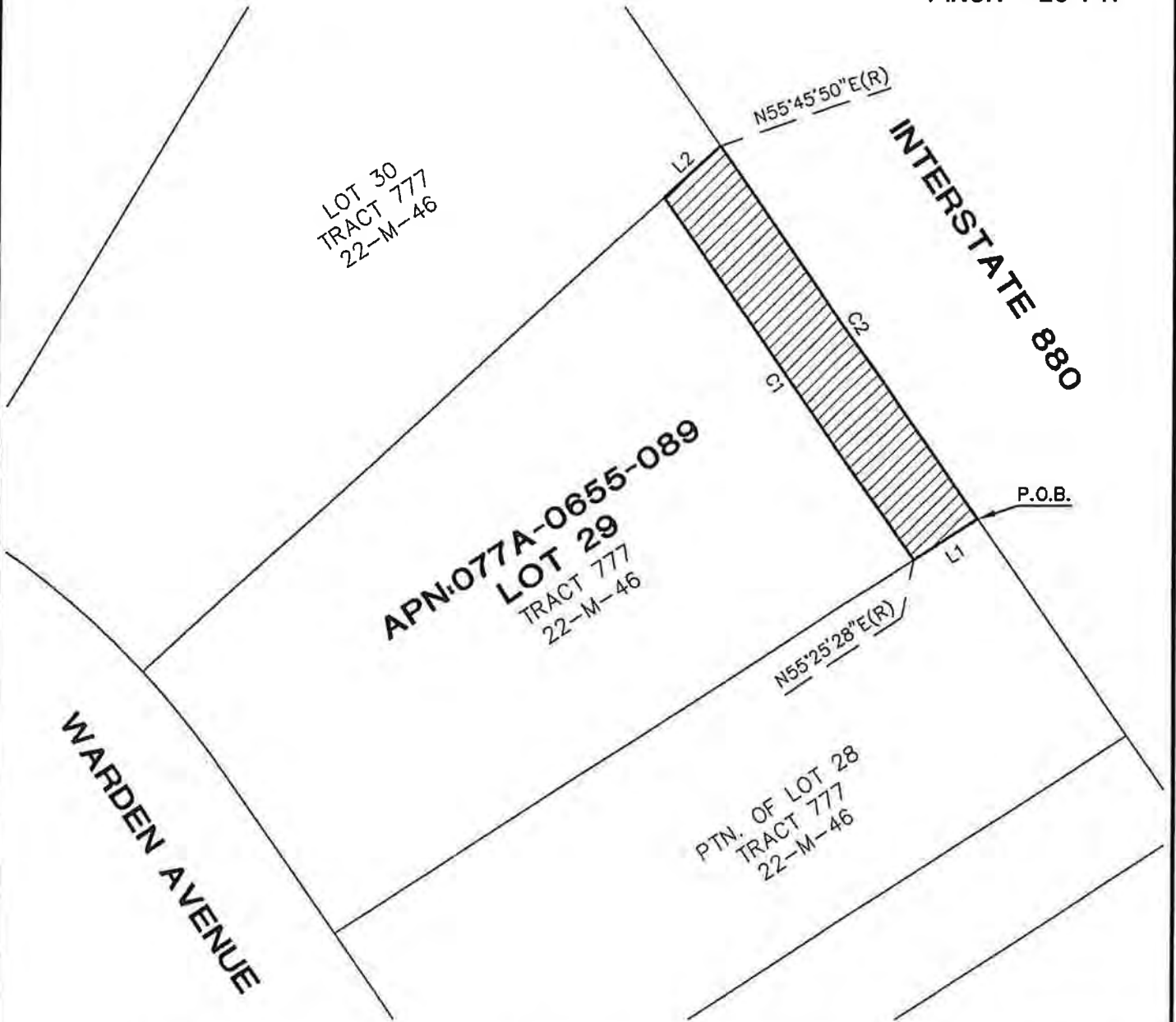
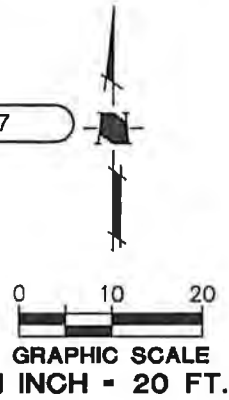
TEMPORARY
CONSTRUCTION
EASEMENT

62267

P.O.B.

POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE 3, EPOCH 1991.35 IN U.S. SURVEY FEET. TO CONVERT GRID DISTANCES SHOWN TO GROUND DISTANCES, MULTIPLY BY 1.00007062.



SHEET 1 OF 1

Date:	07-19-10
Scale:	1" = 20'
Designed:	-
Drawn:	TG
Checked:	SD
Proj. Engr.:	-
368203PL17	

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMMca.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
APN: 077A-0655-089
LANDS OF ORTEGA
SAN LEANDRO ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



July 19, 2010
HMH 3682.01.270
Page 1 of 1

EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 045-5319-033
62277

REAL PROPERTY in the City of Oakland, County of Alameda, State of California, being a portion of Lot 45 as shown upon that map of Tract 669 filed for record October 25, 1943, in Book 8 of Maps, page 64, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 45, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 45, South 52°03'25" West, 10.03 feet;

Thence North 33°50'21" West, 52.01 feet, to the northwesterly line of said Lot 45;

Thence along said northwesterly line, North 52°07'16" East, 10.02 feet, to the northeasterly line of said Lot 45;

Thence along said northeasterly line, South 33°50'21" East, 52.00 feet, to the POINT OF BEGINNING.

Containing 520 square feet or 0.012 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	S52°03'25"W	10.03'
L2	N33°50'21"W	52.01'
L3	N52°07'16"E	10.02'
L4	S33°50'21"E	52.00'

LEGEND

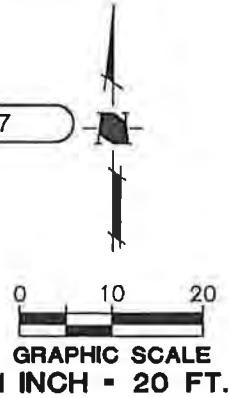


TEMPORARY
CONSTRUCTION
EASEMENT

62277

P.O.B. POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE
3, EPOCH 1991.35 IN U.S. SURVEY
FEET. TO CONVERT GRID DISTANCES
SHOWN TO GROUND DISTANCES,
MULTIPLY BY 1.00007062.



SHEET 1 OF 1

Date: 07-19-10
Scale: 1" = 20'
Designed: -
Drawn: TG
Checked: SD
Proj. Engr.: -
368203PL27

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMCA.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
APN: 045-5319-033
LANDS OF LIGHTSEY
OAKLAND ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

**A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT**

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



July 19, 2010
HMH 3682.01.270
Page 1 of 1

EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 045-5319-021
62288

REAL PROPERTY in the City of Oakland, County of Alameda, State of California, being a portion of Lot 57 as shown upon that map of Tract 669 filed for record October 25, 1943, in Book 8 of Maps, page 64, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 57, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 57, South 56°09'39" West, 10.00 feet;

Thence North 33°50'21" West, 52.00 feet, to the northwesterly line of said Lot 57;

Thence along said northwesterly line, North 56°09'39" East, 10.00 feet, to the northeasterly line of said Lot 57;

Thence along said northeasterly line, South 33°50'21" East, 52.00 feet, to the POINT OF BEGINNING.

Containing 520 square feet or 0.012 acres, more or less.

NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	S56°09'39"W	10.00'
L2	N33°50'21"W	52.00'
L3	N56°09'39"E	10.00'
L4	S33°50'21"E	52.00'

LEGEND

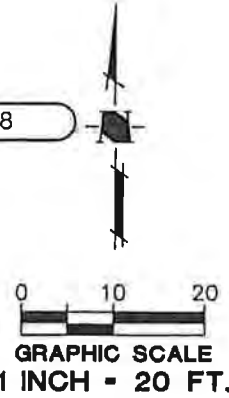


TEMPORARY
CONSTRUCTION
EASEMENT

62288

P.O.B. POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE
3, EPOCH 1991.35 IN U.S. SURVEY
FEET. TO CONVERT GRID DISTANCES
SHOWN TO GROUND DISTANCES,
MULTIPLY BY 1.00007062.



SHEET 1 OF 1

Date:	07-19-10
Scale:	1" = 20'
Designed:	-
Drawn:	TG
Checked:	SD
Proj. Engr:	-
368203PL38	

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMMca.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
APN: 045-5319-021
LANDS OF MERCHANT
OAKLAND ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. _____

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
INTERSTATE 880 SOUTH BOUND HIGH OCCUPANCY VEHICLE LANE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening southbound I-880 from Hegenberger Road to Marina Boulevard for the purposes of constructing a High Occupancy Vehicle (HOV) lane and reconstructing the Davis Street and Marina Boulevard overcrossings to accommodate an HOV lane and providing standard vertical clearance over the freeway in the County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED March 22, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission



EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT
APN: 044-5061-012
62297

PARCEL ONE

REAL PROPERTY in the City of Oakland, County of Alameda, State of California, being a portion of Lot 52 as shown upon that map of Tract 668 filed for record September 30, 1943, in Book 8 of Maps, page 62, in the Official Records of Alameda County, described as follows:

BEGINNING at the most northerly corner of said Lot 52, being a point in the westerly right of way line of Interstate 880;

Thence along the northwesterly line of said Lot 52, South 56°09'39" West, 10.00 feet;

Thence South 33°50'21" East, 0.93 feet;

Thence North 56°09'39" East, 10.00 feet, to the northeasterly line of said Lot 52;

Thence along said northeasterly line, North 33°50'21" West, 0.93 feet, to the POINT OF BEGINNING.

Containing 9 square feet, more or less.

PARCEL TWO

REAL PROPERTY in the City of Oakland, County of Alameda, State of California, being a portion of Lot 52 as shown upon that map of Tract 668 filed for record September 30, 1943, in Book 8 of Maps, page 62, in the Official Records of Alameda County, described as follows:

BEGINNING at the most easterly corner of said Lot 52, being a point in the westerly right of way line of Interstate 880;

Thence along the southeasterly line of said Lot 52, South 56°09'39" West, 10.00 feet;

Thence North 33°50'21" West, 6.13 feet;

Thence North 56°09'39" East, 10.00 feet, to the northeasterly line of said Lot 52;

Thence along said northeasterly line, South 33°50'21" East, 6.13 feet, to the POINT OF BEGINNING.

Containing 61 square feet or 0.001 acres, more or less.



NOTE: Bearings and distances described herein are based on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply herein described distances by 1.00007062 to obtain ground level distances.



LINE	BEARING	DISTANCE
L1	S56°09'39"W	10.00'
L2	S33°50'21"E	0.93'
L3	N56°09'39"E	10.00'
L4	N33°50'21"W	0.93'
L5	S56°09'39"W	10.00'
L6	N33°50'21"W	6.13'
L7	N56°09'39"E	10.00'
L8	S33°50'21"E	6.13'

LEGEND



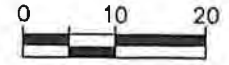
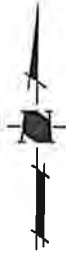
TEMPORARY
CONSTRUCTION
EASEMENT

P.O.B.

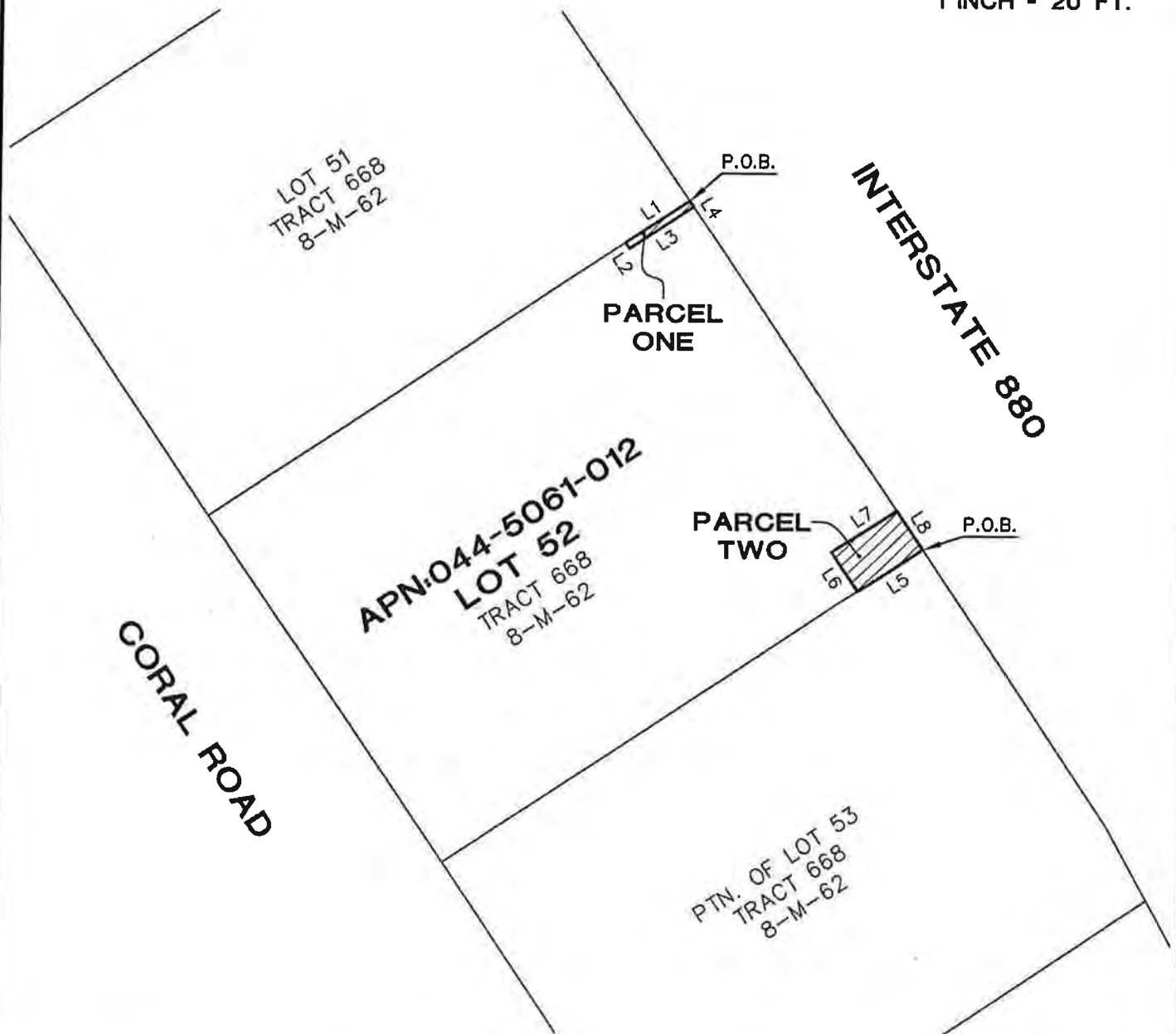
POINT OF BEGINNING

HORIZONTAL DATUM: CCS83, ZONE
3, EPOCH 1991.35 IN U.S. SURVEY
FEET. TO CONVERT GRID DISTANCES
SHOWN TO GROUND DISTANCES,
MULTIPLY BY 1.00007062.

62297



GRAPHIC SCALE
1 INCH = 20 FT.



SHEET 1 OF 1

Date:	07-19-10
Scale:	1" = 20'
Designed:	-
Drawn:	TG
Checked:	SD
Proj. Eng.:	-
368203PL47	

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

Plat to accompany description:
TEMPORARY CONSTRUCTION EASEMENT
APN: 044-5061-012
LANDS OF SUAREZ & AYALA
OAKLAND ALAMEDA COUNTY, CALIFORNIA

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