



Bicycle and Pedestrian Advisory Committee Meeting Agenda

Tuesday, June 6, 2013, 5:30 to 8:00 p.m.

Meeting Outcomes:

- Review the final program for the Coordinated Funding Program
- Debrief on the Coordinated Funding Program call for projects process and the Metropolitan Transportation Commission (MTC) Complete Streets Checklists
- Provide input on the draft Capital Improvement Program/Programs Investment Plan (CIP/PIP) screening and prioritization criteria
- Hold the BPAC annual organizational meeting: Review the Fiscal Year 2013-2014 (FY 13-14) meeting schedule and elect BPAC officers

5:30 – 5:35 p.m. Midori Tabata	1. Welcome and Introductions	
5:35 – 5:40 p.m. Public	2. Public Comment	
5:40 – 5:45 p.m. Midori Tabata	3. Approval of May 7, 2013 Minutes <i><u>03 BPAC Meeting Minutes 050713.pdf – Page 1</u></i>	A
5:45 – 6:15 p.m. Matt Todd Vivek Bhat	4. Coordinated Funding Program: Review of Final Program <i><u>04 CoordinatedFundingProgram.pdf – Page 5</u></i>	A
6:15 – 6:45 p.m. BPAC Members Staff Sean Co, MTC	5. Discussion and Debrief on Coordinated Funding Program Call for Projects Process Including MTC Complete Streets Checklists <i><u>05 CompleteStreetsChecklists and ProjectReview.pdf – Page 29</u></i>	I
6:45 – 7:15 p.m. Matt Todd	6. Discussion and Input on Draft CIP/PIP Screening and Prioritization Criteria <i><u>06 Memo and Attachments for CIP PIP.pdf</u></i> – Emailed prior to meeting	I

- 7:15 – 7:50 p.m. **7. Organizational Meeting:** A
Staff
- A. BPAC Action Item Log FY 12-13**
07A BPAC ActionItemLog FY12-13.pdf – Page 33
 - B. Presentation on Alameda CTC’s Bike/Ped Work Program for FY 13-14**
 - C. BPAC FY 13-14 Meeting Calendar**
07C BPAC Calendar FY13-14.pdf – Handout at meeting
 - D. Election of BPAC Officers for FY 13-14**
07D Memo BPAC OfficerRoles and Elections.pdf – Page 35
- 7:50 – 7:55 p.m. **8. Board Actions/Staff Reports** I
Staff
- A. Bike to Work Day Report**
 - B. Semi-Annual Grant Summary Report to the Commission**
08B Memo Semi-Annual Grant Summary.pdf – Page 37
 - C. Summary of Local Measure B Pass-through Fund Expenditures**
08C MeasureB ComplianceReport.pdf – Page 47
08C1 VRF ComplianceReport.pdf – Page 67
- 7:55 – 8:00 p.m. **9. BPAC Member Reports** I
BPAC Members
- 09 BPAC Roster.pdf* – Page 77
 - 09A BPAC Schedule FY12-13.pdf* – Page 79
 - 09A1 AlamedaCTC OutreachEvents.pdf* – Page 81
- 8:00 p.m. **10. Meeting Adjournment**

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Next Meeting:

Date: July (Date TBD)

Time: 5:30 to 7:30 p.m.

Location: 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

Beth Walukas, Deputy Director
of Planning
(510) 208-7405
bwalukas@alamedactc.org

Rochelle Wheeler, Countywide Bicycle and
Pedestrian Coordinator
(510) 208-7471
rwheeler@alamedactc.org

Location Information: Alameda CTC is located at 1333 Broadway in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: <http://www.alamedactc.org/directions.html>.

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.

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Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes
Tuesday, May 7, 2013, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

- Members list with attendance status: P Midori Tabata, Chair; A Ann Welsh, Vice Chair; P Mike Ansell; P Mike Bucci; P Alex Chen; A Lucy Gigli; P Jeremy Johansen; P Preston Jordan; P Heath Maddox; P Sara Zimmerman

Staff:

- Staff list with attendance status: P Beth Walukas, Deputy Director of Planning; P Rochelle Wheeler, Bicycle and Pedestrian Coordinator; P Matt Todd, Principal Transportation Engineer; P Vivek Bhat, Senior Transportation Engineer; P Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:30 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Matt Bomberg, Alameda CTC; Dave Campbell, East Bay Bicycle Coalition (EBBC); David Ralston, City of Oakland; Rebecca Tumposky, Hope Collaborative; Cheryl Chi, Metropolitan Transportation Commission (MTC)

2. Public Comment

There were no public comments.

3. Approval of April 11, 2013 Minutes

Preston Jordan moved to approve the April 11, 2013 minutes as written. Mike Ansell seconded the motion. The motion passed unanimously (8-0).

4. FY 2012-13 Coordinated Funding Program: Draft List of Projects

Matt Todd gave a detailed update on the FY 12-13 Coordinated Funding Program. The program includes multiple funding sources allocated by the Alameda CTC under a unified programming and evaluation schedule. Matt stated that \$65.2 million is available in funding for transportation projects: \$53.9 million in federal One Bay Area Grant (OBAG) funds, \$6.6 million in local Measure B funds, and \$6.5 million in local Vehicle Registration Fee (VRF) funds. He reiterated that the goal of coordinating the funding was to reduce the number of applications submitted by project sponsors, to apply the best-suited funds to each project, and to provide funding for projects in the context of all programming commitments of the Alameda CTC.

Matt reviewed the following:

- Requirements for the various funding sources
- OBAG and local program guidelines, including the eligibility, screening, and selection methodology
- Coordinated Funding Program Call for Projects and a breakdown of the number of projects selected for each and/or multiple funding sources
- Evaluation process, including incorporation of BPAC input
- Revised fund estimate
- Projects recommended under each category (LSR, PDA, Bike/Ped and Transit)

Beth Walukas reported that at its May meeting earlier that day, ACTAC members expressed interest in a debriefing process and requested project-level feedback that would enable sponsors to improve application submittals for future funding cycles.

Public comment

Dave Campbell with East Bay Bicycle Coalition (EBBC) stated that the EBBC conducted an online survey requesting its members to vote on their preferred bicycle projects within Alameda County. The final result of the poll matched quite closely to the draft program of projects Alameda CTC presented: four out of the top five polled projects appeared on the draft program of projects. Dave stated that he hopes the following three bikeways are funded, because EBBC believes they will further experience and knowledge of innovative bicycle facilities in Alameda County:

- City of Berkeley – Hearst Avenue Complete Streets
- City of Oakland – Bike Lane Component of Lake Merritt BART Bikeways
- City of Emeryville – Christie Avenue Bay Trail Gap Closure

Rebecca Tumposky with Hope Collaborative requested that the Commission consider including the City of Oakland's Coliseum BART Corridor and Infrastructure Connections Project in the program.

David Ralston with the City of Oakland also requested that the Commission consider including the City of Oakland's Coliseum BART Corridor and Infrastructure Connections Project in the program. In addition, he said a debriefing on how to get this project funded in the future would be helpful.

Questions/feedback from members:

BPAC members provided their feedback, which included concerns about the cost, need, effectiveness, and design detail of several projects; questions on why Alameda CTC did not fund certain projects at all or only partially; and input on projects they would like to see funded. Attachment A for the detailed BPAC comments will be distributed at the meeting.

5. Discussion and Input on MTC TDA Article 3 Revised

Rochelle Wheeler informed BPAC that the Transportation Development Act (TDA) is a small but important funding source for local agencies to use for bicycle and pedestrian projects.

Since 2005, BPAC has reviewed and given comments on TDA projects. Rochelle stated that the Metropolitan Transportation Commission (MTC) adopted policies and procedures that require TDA project review by a bicycle advisory committee. Rochelle mentioned that in April 2013, BPAC requested that it review the proposed updates to TDA Article 3 policies and procedures.

Cheryl Chi from MTC reviewed with BPAC the proposed updates to the TDA Article 3 bicycle and pedestrian funding policies and procedures. She informed the committee that the current guidelines require only review of bicycle projects by a BPAC. The new guidelines will require review of both bicycle and pedestrian projects by a BPAC. She also reviewed the proposed timeline for the completion of the updates to the policies and procedures. Cheryl mentioned that Tony Dang with California Walks provided great suggestions for the list of eligible types of pedestrian projects.

Questions/feedback from the members:

- Can the TDA Article 3 funding be used for pedestrian safety education? Cheryl stated that the statute says in particular that funding is for bicycle safety education only. The statute would need to be changed to include pedestrian safety education. The BPAC member suggested that MTC pursue a change to the statute.
- Are there jurisdictions in Alameda County that have separate bicycle and pedestrian committees? If so, would they review the projects separately? Cheryl stated that if the jurisdictions have separate committees, the pedestrian committee would review pedestrian projects, and the bicycle committee would review bicycle projects. Rochelle mentioned that the City of Berkeley is the only city with separate bicycle and pedestrian committees.
- A member stated that item 4c on page 16 should not be deleted from the guidelines. Cheryl stated that she will consider this change.
- Members stated that it's not enough that TDA projects are reviewed by the city councils. A member suggested that if a city wants to receive TDA funds, the city should have a BPAC to review the projects.

6. CDF Funded Grant Projects Updates: Review of CDF Semi-annual Progress Reports

Rochelle Wheeler mentioned that four years ago Alameda CTC funded 12 projects, and five are still active. She requested the members review the information in the packet and contact her with questions. Rochelle noted that the final report for the Alameda Countywide Bicycle Plan Update, which received a CDF grant in 2009, is included in the packet.

7. Board Actions/Staff Reports

A. General

Rochelle Wheeler provided an update on the following items:

- The next BPAC meeting will take place on June 6, 2013, which is the first Thursday of the month. The meeting date was adjusted so that BPAC could provide input on the final draft list of projects for the Coordinated Funding Program *before* the Commission committee reviews the list.

- Bike to Work Day is Thursday, May 9, 2013, and Alameda CTC will have tables at energizer stations at both Oakland's Frank Ogawa Plaza and for the first time at the Dublin/Pleasanton BART Station.
- Bike to School Day has more than 60 schools with activities planned this year.
- Alameda CTC funded the Ride into Life ad campaign for the seventh year in a row.

8. BPAC Members Reports

Preston Jordan said that the Albany Strollers and Rollers has been advocating for cycle tracks along San Pablo Avenue, which would be the first on a Caltrans facility. He also mentioned that a hybrid of bike lanes and green-backed sharrows are being considered along San Pablo Avenue.

Mike Ansell mentioned that his daughter's school in the City of Livermore had Bike to School Day last week, and the BikeMobile was very popular.

Midori Tabata mentioned that the meeting in June will be the last meeting of the fiscal year. She informed BPAC that the election of officers will occur at this meeting. Midori explained the responsibility of both the chair and vice chair.

9. Meeting Adjournment

The meeting adjourned at 7:45 p.m.



MEMORANDUM

DATE: May 28, 2013

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Principal Transportation Engineer
Vivek Bhat, Senior Transportation Engineer

SUBJECT: Approval of Final Fiscal Year 2012/13 Coordinated Funding Program

Recommendation

It is recommended the Commission approve the Final FY 2012/13 Coordinated Funding Program. The Final program is consistent with the Draft Program that was approved by the Commission in May, 2013.

Summary

The FY 2012-13 Coordinated Program included multiple fund sources allocated by the Alameda CTC under a unified programming and evaluation schedule. Overall, \$65.2 million in funding was available for transportation projects. The fund sources included Federal One Bay Area Grant (OBAG), Measure B and Vehicle Registration Fee (VRF) funds. The OBAG funds comprised approximately 80% of the total funds available. The remaining 20% included Measure B Bike / Ped Countywide Discretionary Funds (CDF), Measure B Express Bus Grant, VRF Bike / Ped Grant and VRF Transit funds.

The intent of the FY 2012-13 Coordinated Program was to reduce the number of applications required from project sponsors and to consider multiple county level programming efforts for various funding sources under a unified programming and evaluation schedule. The coordinated programming effort is also intended to provide funding for projects in the context of all programming commitments of the Alameda CTC.

The One Bay Area Grant (OBAG) program is funded with the Metropolitan Transportation Commission's (MTC) Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) federal funding sources for four fiscal years (FY 2012-13 through FY 2015-16) addressed in MTC Resolution 4035. The OBAG program supports California's climate law, SB 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions. Per the OBAG requirements 70 percent of the funds must be used towards transportation projects within Priority Development Areas (PDAs).

The OBAG Programming Guidelines were approved by the Commission at their December 2012 meeting. The guidelines included programming categories, program eligibility, and screening and selection criteria for the OBAG projects. The action also provided that additional fund

sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories.

The Draft FY 2012/13 Coordinated Funding Program was approved by the Commission at the May 2013 meeting.

Discussion

The FY 2012-13 Coordinated Program Call for Projects was released on February 4, 2013. The call included multiple fund sources allocated by the Alameda CTC under a unified programming and evaluation schedule. Overall, \$65.2 million in funding is available for transportation projects. The fund sources included:

1. Federal OBAG (\$53.9 million):
 - a. Surface Transportation Program (STP)
 - b. Congestion Mitigation and Air Quality (CMAQ)

2. Local:
 - a. Measure B
 - i. Bicycle/Pedestrian Countywide Discretionary Fund (\$2.5 million)
 - ii. Countywide Express Bus Service Fund (\$2.2 million)
 - b. Vehicle Registration Fee (VRF)
 - i. Pedestrian And Bicyclist Access And Safety Program (\$1.5 million)
 - ii. Transit for Congestion Relief Program (\$5.0 million)

The intent of the FY 2012-13 Coordinated Program was to reduce the number of applications required from project sponsors and to consider multiple county level programming efforts for various funding sources under a unified programming and evaluation schedule. The coordinated programming effort is also intended to provide funding for projects in the context of all programming commitments of the Alameda CTC.

Federal Funding

The Federal OBAG funding is intended to support the Alameda CTC's Sustainable Communities Strategy by linking transportation dollars to land use decisions and target transportation investments to support Priority Development Areas (PDAs). Alameda County's share of the OBAG funding is \$53.9 million of STP/CMAQ spread over four fiscal years (FY 2012-13 through FY 2015-16). Per MTC Resolution 4035, 70 percent of the overall OBAG funding must be programmed to transportation projects that support PDAs and the remaining 30 percent of the OBAG funds may be programmed for transportation projects anywhere in the county. Projects must be eligible for STP or CMAQ and one or more of the following OBAG programs:

- PDA Supportive Transportation Investments
 - The transportation project or program must be in one of the 17 PDAs designated as "active PDAs" (Attachment A) by the Alameda CTC, or meet the minimum definition of "Proximate Access" to an active PDA. The 17 "active PDAs" were approved by the Alameda CTC in December 2012.

- Local Streets and Roads (LSR) Preservation
 - Sub-allocated to cities by formula. The formula's target numbers (Attachment B) will represent the maximum LSR funds that may be received by a jurisdiction. The minimum LSR funds a jurisdiction may receive is \$100,000.

Eligibility, Screening and Selection Methodology

The OBAG Programming Guidelines were approved by the Commission at their December 2012 meeting. The guidelines included programming categories, program eligibility, and screening and selection criteria for the OBAG projects. The action also provided that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories. Listed below are highlights of principles approved by the Commission.

- In order to be eligible to receive federal funds through the OBAG Program, local agencies were required to:
 1. Adopt a Complete Streets Resolutions (or compliant General Plan) by April 1, 2013,
 2. Receive certification of agency housing element by the California Department of Housing and Community Development by January 31, 2013.
 3. Complete Local Agency Certification Checklist

- Transportation projects were required to be consistent with the adopted Regional Transportation Plan, Alameda Countywide Transportation Plan and / or the Countywide Bicycle and Pedestrian Plans.

- Transportation projects were required to be eligible for funding from one or more of the fund programs incorporated into the coordinated program.

- Transportation projects within or having proximate access to the 17 "Active" PDAs listed in Alameda CTC's Priority Development Area Investment and Growth Strategy were eligible to apply for OBAG PDA Supportive category funds.

- Local jurisdiction were provided the flexibility of applying for OBAG, Local or a combination of OBAG and Local funds

- Commission approved using Measure B and / or VRF Bike and Pedestrian funds as a local match for the Safe Routes to School Program.

- Alameda CTC may prioritize local funds as matching funds for projects requesting OBAG funding.

On February 4, 2013 a call for projects requesting applications for transportation projects was released. In response to the call, the Alameda CTC received 69 applications requesting a total of \$121.1 Million. Of the 69 applications received:

- 20 projects requesting approximately \$83.6 Million OBAG –PDA supportive funds;
- 15 Projects requesting \$15.2 Million OBAG-LSR funds; and
- 34 projects requesting \$22.2 Million Measure B /VRF funds

Projects were first screened for eligibility based on project selection criteria adopted by the Commission at the December 2012 meeting. The project selection criteria included project deliverability criteria as well as land use criteria mandated by the OBAG program listed in MTC’s Resolution 4035 (Attachment C). Projects requesting Local funds were scored and prioritized based on the local funds project delivery criteria (Attachment D).

A Review Panel comprised of 6 members (Alameda CTC staff and in-house consultants) was convened to review and evaluate the applications. The project review process was a time intensive endeavor, including review of the application material by each team member, panel meetings to discuss the applications and identify follow up questions, meetings to review additional information and scoring.

The Program goal is to fund projects that will best serve the County. The coordinated program provided flexibility to sponsors to request funds from multiple sources. It also allowed the review team to evaluate the funding options available for projects based on project type and need. In some cases local projects were considered for multiple fund sources (i.e. OBAG funds and Measure B / VRF Transit funds).

There were a variety of project applications received. The evaluation process considered the need to balance the different project types. Through the evaluation process, the projects were divided into the following categories:

- PDA Supportive projects
- Bike Ped Capital projects
- Bike Ped Feasibility Studies
- Bike Ped Master Plans
- Bike Ped Programs
- Transit Capital
- Transit Operations

The program recommendation includes categories of projects, such as feasibility studies for capital projects, bicycle and/or pedestrian master plans, and programs in order to compare and rank the similar types of projects.

The Alameda County’s Bicycle and Pedestrian Advisory Committee (BPAC) also played an active role in the review process. The BPAC is made up of 11 members that represent both bicycling and pedestrian interests from all areas of the county. Since most of the BPAC members are regular users of these facilities, their input assisted in the review panel’s understanding of the project. The BPAC’s roles in the review process include providing comments on MTC’s

Complete Streets Checklist as well as providing a recommendation on the overall program as an advisory committee to the Alameda CTC.

Per MTC guidelines sponsors requesting funds programmed through the MTC need to complete an online Complete Streets checklist which must be reviewed by their respective County BPAC. This checklist review process generated multiple questions and comments that were incorporated into the overall review process. The questions from the review panel and the BPAC were submitted to application sponsors, and all responses informed the review and evaluation process.

Revised fund estimate

Based on the number of quality applications received and also revisiting the programming capacity for the respective local grant revenues through the mid-year budget process, staff is proposing to increase the funds available to program as detailed in the table below. The revised assumptions include programming capacity from future year Measure B and VRF revenues.

Program	Fund Estimate (\$)	Revised Estimate (\$)
OBAG-LSR	15,257,000	15,257,000
OBAG-PDA Supportive Transportation Investments	38,702,000	38,702,000
Measure B Bike/Ped CDF	2,500,000	3,000,000
VRF Bike/Ped	1,500,000	1,500,000
VRF Transit	5,000,000	10,000,000
Measure B Express Bus	2,200,000	2,200,000
Total	65,159,000	70,659,000

FY 2012-13 Coordinated Program

The Final FY 2012-13 Coordinated Program detailed below assumes the availability of the revised fund estimate revenues (also see Attachment E and Attachment F)

Local Streets and Roads (LSR) (\$15.2 Million available)

Alameda CTC received 15 applications requesting \$15.2 million OBAG-LSR funds. The final FY 2012-13 Coordinated Program includes approximately \$15.2 million of federal OBAG STP funds towards fifteen (15) LSR projects.

The LSR funding was sub-allocated to the cities and County based on a 50% Population and 50% Lane Miles formula. The target programming generated as a result of this formula was the

maximum LSR funds that a jurisdiction received. The minimum LSR funds a jurisdiction received was \$100,000. The resulting programming action will support the “fix it first” strategy as well as address the LSR maintenance shortfall within Alameda County.

PDA Supportive Transportation Investments (\$38.7 Million available)

Alameda CTC received 20 applications requesting \$83.6 million OBAG-PDA Supportive funds. The final FY 2012-13 Coordinated Program includes approximately \$38.7 million of federal funds towards ten (10) PDA Supportive Transportation Investment projects. The projects include bicycle, pedestrian, station improvements, station access, bicycle parking, complete streets improvements that encourage bicycle and pedestrian access, and streetscape projects focusing on high-impact, multi-modal improvements.

The projects selected are consistent with the goal of this program which is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution. This program of projects will aim to improve, expand and enhance bicycle and pedestrian access, safety, convenience and usage in Alameda County. It will also make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs.

Bicycle Pedestrian Projects requesting Measure B / VRF Funds (\$4.5 Million available)

Alameda CTC received 29 applications requesting \$18.2 million Measure B/VRF Bike and Ped funds. The final FY 2012-13 Coordinated Program includes approximately \$3.7 million of Measure B/ VRF Bike Ped funds towards eight (8) Bike and Ped projects. The final program includes:

- Five (5) Capital projects representing 87% of Measure B/ VRF Bike Ped funds,
- One (1) Feasibility Study representing 3% of Measure B/ VRF Bike Ped funds,
- One (1) Master Plan representing 3% of Measure B/ VRF Bike Ped funds, and
- One (1) Program representing 7% of Measure B/ VRF Bike Ped funds.

At its December 2012 meeting, the Commission previously approved Measure B/ VRF Bike Ped funds to be used as local match for the Federal Countywide Safe Routes to School Program (SR2S) program.

Transit Projects requesting Measure B / VRF Funds (\$12.2 Million available)

Alameda CTC received 5 applications specifically requesting approximately \$4 million Measure B /VRF Transit funds. The final FY 2012-13 Coordinated Program includes approximately \$12.2 million of Measure B/ VRF funds towards seven (7) projects. The final program includes:

- Three (3) PDA supportive capital projects (transit elements) representing 79% of Measure B / VRF Transit funds, and
- Four (4) Transit Operation projects representing 21% of Measure B / VRF Transit funds.

At its May 2013 meeting the Alameda CTC Commission approved the Draft FY 2012/13 Coordinated Funding Program was

Next Steps:

A final program of project will be sent to the MTC on July 1, 2013 for inclusion in the Transportation Improvement Program (TIP). Over the month of June, project sponsors receiving federal funds will need to provide additional information, including confirmation of the year of programming. Project sponsors receiving local funds would need to execute grant agreements with the Alameda CTC.

Attachments

Attachment A:	“Active” PDAs in Alameda County
Attachment B:	OBAG - LSR Shares
Attachment C:	Final OBAG Selection/ Scoring Criteria
Attachment D:	Final Local Funds Selection / Scoring Criteria
Attachment E:	Final FY 2012/13 Coordinated Funding Program
Attachment F:	Final FY 2012/13 Coordinated Funding Program (Sorted by Project type)

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“ACTIVE” PDAs in Alameda County

Planning Area	Priority Development Area
1	Berkeley: Downtown
	Berkeley: University Avenue
	Emeryville: Mixed Use Core
	Oakland: Coliseum BART Station Area
	Oakland: Downtown and Jack London Square
	Oakland: Fruitvale & Dimond Areas
	Oakland: TOD Corridors
	Oakland: West Oakland
2	Hayward: The Cannery
3	Fremont: Centerville
	Fremont: City Center
	Fremont: Irvington District
	Union City: Intermodal Station District
4	Dublin: Downtown Specific Plan Area
	Dublin: Town Center
	Dublin: Transit Center/Dublin Crossing
	Livermore: Downtown

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Attachment B

Jurisdiction in Alameda County	Population	% Population	Lane Mileage	% Lane Mileage	50 % Population + 50% Lane Miles	LSR Share
County of Alameda**	142,833	9.32%	995	12.51%	10.91%	\$ 1,664,840
Alameda	74,640	4.87%	275	3.46%	4.17%	\$ 635,374
Albany	18,488	1.21%	59	0.74%	0.97%	\$ 148,711
Berkeley	114,821	7.49%	453	5.69%	6.59%	\$ 1,005,702
Dublin	46,785	3.05%	247	3.11%	3.08%	\$ 469,932
Emeryville	10,200	0.67%	47	0.59%	0.63%	\$ 100,000
Fremont	217,700	14.21%	1,065	13.39%	13.80%	\$ 2,104,615
Hayward	147,113	9.60%	629	7.91%	8.76%	\$ 1,335,550
Livermore	82,400	5.38%	670	8.43%	6.90%	\$ 1,052,780
Newark	43,041	2.81%	250	3.14%	2.98%	\$ 454,076
Oakland	395,341	25.80%	1,964	24.69%	25.25%	\$ 3,851,136
Piedmont	10,807	0.71%	78	0.99%	0.85%	\$ 128,963
Pleasanton	71,269	4.65%	498	6.26%	5.45%	\$ 831,849
San Leandro	86,053	5.62%	392	4.93%	5.27%	\$ 804,507
Union City	70,646	4.61%	331	4.16%	4.39%	\$ 668,965
COUNTY TOTAL	1,532,137	100.00%	7,954	100.00%	100.00%	\$ 15,257,000

** County of Alameda information includes Planning Area 2 and 4
 Population Source - Department of Finance 01/01/2012

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Index	Final OBAG Selection / Scoring Criteria	Proposed Weight
<i>Delivery Criteria</i>		
1	Transportation Project Readiness <ul style="list-style-type: none"> • Funding plan, budget and schedule • Implementation issues • Agency governing body approvals • Local community support • Coordination with partners • Identified stakeholders 	25
2	Transportation Project is well-defined and results in a usable segment <ul style="list-style-type: none"> • Defined scope • Useable segment. • Project study report / equivalent scoping document 	10
3	Transportation project need / benefit / effectiveness (includes Safety) <ul style="list-style-type: none"> • Defined project need • Defined benefit • Defined safety and/or security benefits 	15
4	Sustainability (Ownership / Lifecycle / Maintenance) <ul style="list-style-type: none"> • Identify funding and responsible agency for maintaining the transportation project • Transportation Project identified in a long term development plan 	5
5	Matching Funds <ul style="list-style-type: none"> • Direct Project Matching above Minimum required Local Match 	5
<i>Subtotal</i>		60

<i>Land Use Criteria (Mandated by OBAG)</i>		
6	PDA Supportive Investments (Includes Proximate Access) <ul style="list-style-type: none"> • Transportation Project supports connectivity to Jobs/ Transit centers / Activity Centers for a PDA • Transportation Project provides multi modal travel options 	5
7	Transportation Investment addressing / implementing planned vision of PDA <ul style="list-style-type: none"> • PDA transportation facility will be X% complete with project 	4
8	High Impact project areas.	
	a Housing Growth <ul style="list-style-type: none"> • Projected growth of Housing Units in PDA 	2

	b	Jobs Growth <ul style="list-style-type: none"> • Projected growth of Jobs in PDA 	2
	c	Improved transportation choices for all income levels <ul style="list-style-type: none"> • Proximity of alternative transportation mode project to a major transit or high quality transit corridor stop 	6
	d	PDA parking management and pricing policies <ul style="list-style-type: none"> • Parking Policies • Other TDM strategies 	3
	e	PDA affordable housing preservation and creation strategies <ul style="list-style-type: none"> • Inclusionary zoning ordinance or in-lieu fee • Land banking • Housing trust fund • Fast-track permitting for affordable housing • Reduced, deferred or waived fees for affordable housing • Condo conversion ordinance regulating the conversion of apartments to condos • SRO conversion ordinance • Demolition of residential structures ordinance • Rent control • Just cause eviction ordinance • Others 	9
9		Communities of Concern (C.O.C.) <ul style="list-style-type: none"> • Transportation project mitigates the transportation need of the C.O.C. • Relevant planning effort documentation 	4
10		Freight and Emissions <ul style="list-style-type: none"> • Project in PDA that overlaps or is collocated with populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program or is in the vicinity of a major freight corridor 	5
<i>Subtotal</i>			<i>40</i>
<i>Total</i>			100

Approved by Alameda CTC Board on 12/06/12

Index	Final Local Funds Selection / Scoring Criteria	Proposed Weight
1	Transportation Project Readiness <ul style="list-style-type: none"> • Funding plan, budget and schedule • Implementation issues • Agency governing body approvals • Local community support • Coordination with partners • Identified stakeholders 	40
2	Transportation Project is well-defined and results in a usable segment <ul style="list-style-type: none"> • Defined scope • Useable segment. • Project study report / equivalent scoping document 	20
3	Transportation project need / benefit / effectiveness (includes Safety) <ul style="list-style-type: none"> • Defined project need • Defined benefit • Defined safety and/or security benefits 	25
4	Sustainability (Ownership / Lifecycle / Maintenance) <ul style="list-style-type: none"> • Identify funding and responsible agency for maintaining the transportation project • Transportation Project identified in a long term development plan 	10
5	Matching Funds	5
<i>Total</i>		<i>100</i>

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**FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM**

\$ X 1,000													
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
1	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda City		NA	\$ 1,888	\$ 1,665	\$ 1,665					\$ 1,665	
2	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15		NA	\$ 829	\$ 635	\$ 635					\$ 635	
3	City of Albany	Santa Fe Avenue Pavement Rehabilitation		NA	\$ 344	\$ 149	\$ 149					\$ 149	
4	City of Berkeley	Hearst Ave Complete Streets		NA	\$ 1,136	\$ 1,006	\$ 1,006					\$ 1,006	Coordinated with PDA Supportive project
5	City of Dublin	Dublin Boulevard Street Resurfacing		NA	\$ 729	\$ 470	\$ 470					\$ 470	
6	City of Emeryville	Emeryville Street Rehabilitation		NA	\$ 712	\$ 100	\$ 100					\$ 100	
7	City of Fremont	Fremont 2014 Pavement Rehabilitation		NA	\$ 3,912	\$ 2,105	\$ 2,105					\$ 2,105	
8	City of Hayward	Pavement Rehabilitation - Industrial Blvd		NA	\$ 1,489	\$ 1,335	\$ 1,335					\$ 1,335	
9	City of Livermore	2014 Arterial Street Rehabilitation		NA	\$ 1,366	\$ 1,053	\$ 1,053					\$ 1,053	
10	City of Newark	Enterprise Drive Pavement Rehabilitation		NA	\$ 760	\$ 454	\$ 454					\$ 454	
11	City of Oakland	Oakland Pavement Rehabilitation		NA	\$ 4,351	\$ 3,851	\$ 3,851					\$ 3,851	
12	City of Piedmont	City of Piedmont Pavement Rehabilitation Project		NA	\$ 586	\$ 129	\$ 129					\$ 129	
13	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation		NA	\$ 1,070	\$ 832	\$ 832					\$ 832	
14	City of San Leandro	San Leandro Boulevard Reconstruction		NA	\$ 1,153	\$ 804	\$ 804					\$ 804	
15	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Amaral)		NA	\$ 736	\$ 669	\$ 669					\$ 669	
		Total LSR Recommended			\$ 21,061	\$ 15,257	\$ 15,257	\$ -	\$ -	\$ -	\$ -	\$ 15,257	

Attachment E

**FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM**

\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
1	City of Berkeley	Shattuck Reconfiguration & Ped Safety	PDA SUPPORTIVE	81.5	\$ 3,152	\$ 2,777		\$ 2,777				\$ 2,777		
2	City of Oakland	7th St W Oakland Transit Village Phase II		80.7	\$ 4,066	\$ 3,288		\$ 3,288					\$ 3,288	
3	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements		80.6	\$ 10,456	\$ 7,784		\$ 4,066			\$ 3,718		\$ 7,784	
4	City of Oakland	Lakeside Green Street Project (at Lakeside/Harrison)		80.0	\$ 11,505	\$ 7,000		\$ 7,000					\$ 7,000	
5	City of Oakland	Peralta St Improvements Component (of MLK Jr. Way & Peralta Phase I App.)		79.7	\$ 3,365	\$ 2,979		\$ 2,979					\$ 2,979	Evaluated application components separately
6	City of Union City	UC BART Station Imp & RR Ped Xing Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		79.0	\$ 26,033	\$ 14,422		\$ 8,692			\$ 5,730		\$ 14,422	Evaluated application components separately
7	City of Berkeley	Hearst Ave Complete Streets		78.5	\$ 2,865	\$ 1,150	\$ 1,006	\$ 1,150					\$ 2,156	Coordinated with LSR Project
8	City of Oakland	Bike Lane Component (of Lake Merritt BART Bikeways App.)		77.7	\$ 2,640	\$ 2,112		\$ 422					\$ 422	Conditional upon identifying other funds for the rehabilitation component of the project Assume bike lane component is 2.0% of request (\$422k of total \$2,112K)
9	City of Oakland	MLK Way Improvements Component (of MLK Jr. Way & Peralta Phase I App.)		76.9	\$ 2,795	\$ 2,473		\$ 2,473					\$ 2,473	Evaluated application components separately
10	City of Emeryville	Christie Ave Bay Trail Gap Closure		75.5	\$ 550	\$ 550			\$ 550				\$ 550	Proposed for Local Bike/Ped funds
11	City of Fremont	Fremont City Center multi-Modal Improvements		71.3	\$ 14,340	\$ 6,360		\$ 5,853					\$ 5,853	Assumes Fremont would need to provide \$507 in additional Funds
12	AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements	69.1	\$ 7,189	\$ 7,189				\$ 200			\$ 200	Funds approved would be considered against overall ACTC BRT commitments Contingent on providing detailed scope of locations for improvements	
13	EBRPD	Bay Trail - Gilman to Buchanan	81.2	\$ 4,851	\$ 1,000			\$ 1,000				\$ 1,000		
14	City of Alameda	Cross Alameda Trail (Ralph Appazzato Memorial Parkway, Webster to Poggi)	77.9	\$ 991	\$ 793			\$ 793				\$ 793		
15	City of Albany	Buchanan/Marin Bikeway	77.8	\$ 1,225	\$ 536			\$ 536				\$ 536		
16	City of San Leandro	W Juana Ped Improvements	74.8	\$ 724	\$ 724			\$ 346				\$ 346	Assumes S Leandro will provide \$378 K in additional Funds	
17	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)	28.0	\$ 2,062	\$ 206			\$ 113				\$ 113	Reduced Scope to Feasibility Study About 3-4% of Bike/Ped funds	
18	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	31.8	\$ 120	\$ 102			\$ 102				\$ 102	Master Plan About 3-4% of Bike/Ped Funds	
19	Cycles of Change	Bike Go Round (education/safety Program)	74.8	\$ 840	\$ 360			\$ 240				\$ 240	Program / Operations Would provide 2 years of operations About 7.5% of local Bike/Ped funding	
20	City of Alameda	Estuary Crossing Shuttle	74.0	\$ 941	\$ 489					\$ 200		\$ 200	Operations Would provide 2 years of operations	
21	City of Oakland	Broadway Shuttle	72.2	\$ 2,670	\$ 546					\$ 352		\$ 352	Operations Would provide 2 years of operations	
22	LAVTA	Route 10 & Rapid Route Operations	71.2	\$ 7,333	\$ 1,000			\$ 1,000				\$ 1,000	Operations Would provide 2 years of operations	
23	LAVTA	Route 12v, 20x and 70x Operations	71.0	\$ 3,905	\$ 1,000			\$ 1,000				\$ 1,000	Operations Would provide 2 years of operations	
SubTotal						\$ 64,840	\$ 1,006	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 55,586		
Total Recommended						\$ 80,097	\$ 15,257	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 69,837		

**FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM**

\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
1	City of Oakland	Coliseum BART Corridor and Infrastructure Connections	PDA SUPPORTIVE	65.7	\$ 2,823	\$ 2,321								
2	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		65.3	\$ 1,841	\$ 1,630								Also Scored in Bike/Ped Category
3	City of Union City	Decoto Road and Decoto Rail Xing Improvement Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		64.5	\$ 6,505	\$ 5,312								Evaluated application components seperately
4	City of Oakland	Tyrone Carney Park/105th Reconfiguration		64.3	\$ 1,972	\$ 1,571								
5	City of Dublin	Amador Plaza Road Complete Street Improvements		58.1	\$ 5,437	\$ 4,813								
6	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		57.1	\$ 4,560	\$ 1,630								Also Scored in Bike/Ped Category
7	Alameda County PWA	"A" Street Class II Bike Lane	BIKE/PED PROJECTS (PRIORITY NETWORK)	72.8	\$ 244	\$ 54								
8	Alameda County PWA	"A" Street Ped Safety		72.2	\$ 1,245	\$ 400								
9	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		70.3	\$ 1,841	\$ 1,630								Also Scored in PDA Supportive Category
10	Alameda County PWA	Fairmont Dr Bike Lane		64.1	\$ 380	\$ 380								
11	City of San Leandro	E 14th St S Area Streetscape		63.0	\$ 6,320	\$ 5,630								
12	City of Albany	Albany Bike/Ped Wayfinding		62.6	\$ 311	\$ 280								
13	City of Pleasanton	Microwave Ped & Bike Detection in Hacienda		61.8	\$ 205	\$ 205								
14	City of Hayward	Main St Complete St		59.7	\$ 2,127	\$ 2,027								
15	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		59.6	\$ 4,560	\$ 1,630								Also Scored in PDA Supportive Category
16	City of Pleasanton	Foothill Road - Bicycle Lane Gap Closure		55.6	\$ 1,035	\$ 915								
17	City of Hayward	Update of Citywide Bicycle MP, Prep of Ped MP, SR25	B/P PLAN	24.6	\$ 300	\$ 300								
18	City of Oakland	Lake Merritt Chanel Bike/Ped Bridge	FEASIBILITY STUDY	29	\$ 15,000	\$ 400								
19	City of Dublin	Iron Horse Trail/BART Connectivity Feasibility Study		25.8	\$ 350	\$ 309								
20	City of Oakland	Park Blvd Path Feasibility Study		23.2	\$ 395	\$ 197								
21	City of Pleasanton	Feasibility Study for Ped & Bike Bridges		19.6	\$ 50	\$ 25								
22	EBRPD	Niles Canyon Regional Trail Feasibility Study		18.4	\$ 150	\$ 75								
23	AC Transit	Line 51 Corridor GPS-based Transit Signal Priority		TRANS. CAP	74	\$ 11,515	\$ 1,000							
24	Alameda County PWA	Niles Canyon Road Ped Safety	BIKE/PED PROJECTS (VISION NETWORK)	See Notes	\$ 140	\$ 95							Project in Vision Network; Considered Tier 2	
25	Alameda County PWA	Mabel Ave Ped Safety		See Notes	\$ 1,035	\$ 445							Project in Vision Network; Considered Tier 2	
26	Alameda County PWA	E Castro Valley Blvd Bike Lane		See Notes	\$ 540	\$ 480							Project in Vision Network; Considered Tier 2	
27	Alameda County PWA	Mines Rd Bike Lane		See Notes	\$ 56	\$ 50							Project in Vision Network; Considered Tier 2	
28	City of Dublin	Village Parkway Bicycle & Pedestrian Improvements		See Notes	\$ 2,862	\$ 2,533							Project in Vision Network; Considered Tier 2	
29	City of Livermore	Arroyo Las Positas Class I Multi-Use Trail		See Notes	\$ 3,771	\$ 2,918							Project in Vision Network; Considered Tier 2	
30	City of Pleasanton	Bernal Avenue Bridge Over Arroyo de la Laguna		See Notes	\$ 2,200	\$ 500							Project in Vision Network; Considered Tier 2	
31	City of San Leandro	W San Leandro Bikeways		See Notes	\$ 569	\$ 569							Project in Vision Network; Considered Tier 2	
32	EBRPD	Shadow Cliffs to Del Valle Trail		See Notes	\$ 1,430	\$ 1,200							Project in Vision Network; Considered Tier 2	
33	LARPD	Sycamore Grove Park Trail Renovation		See Notes	\$ 1,852	\$ 1,717							Project in Vision Network; Considered Tier 2	
34	City of San Leandro	San Leandro Downtown Parking Mgmt	See Notes	\$ 332	\$ 332							Project not Eligible for OBAG funding; Sponsor requested to consider applying for SC-TAP funds		
35	EBRPD	Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita	See Notes	\$ 4,320	\$ 750							Project fully funded; Ground Breaking Event Held on May 1st		
					\$ 81,872	\$ 41,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

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**FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM
(Sorted by Project Type)**

Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
\$ X 1,000													
		LSR Projects											
1	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda Cty			\$ 1,888	\$ 1,665	\$ 1,665					\$ 1,665	
2	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15		NA	\$ 829	\$ 635	\$ 635					\$ 635	
3	City of Albany	Santa Fe Avenue Pavement Rehabilitation		NA	\$ 344	\$ 149	\$ 149					\$ 149	
4	City of Berkeley	Hearst Ave Complete Streets		NA	\$ 1,136	\$ 1,006	\$ 1,006					\$ 1,006	Coordinated with PDA Supportive project
5	City of Dublin	Dublin Boulevard Street Resurfacing		NA	\$ 729	\$ 470	\$ 470					\$ 470	
6	City of Emeryville	Emeryville Street Rehabilitation		NA	\$ 712	\$ 100	\$ 100					\$ 100	
7	City of Fremont	Fremont 2014 Pavement Rehabilitation		NA	\$ 3,912	\$ 2,105	\$ 2,105					\$ 2,105	
8	City of Hayward	Pavement Rehabilitation - Industrial Blvd		NA	\$ 1,489	\$ 1,335	\$ 1,335					\$ 1,335	
9	City of Livermore	2014 Arterial Street Rehabilitation		NA	\$ 1,366	\$ 1,053	\$ 1,053					\$ 1,053	
10	City of Newark	Enterprise Drive Pavement Rehabilitation		NA	\$ 760	\$ 454	\$ 454					\$ 454	
11	City of Oakland	Oakland Pavement Rehabilitation		NA	\$ 4,351	\$ 3,851	\$ 3,851					\$ 3,851	
12	City of Piedmont	City of Piedmont Pavement Rehabilitation Project		NA	\$ 586	\$ 129	\$ 129					\$ 129	
13	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation		NA	\$ 1,070	\$ 832	\$ 832					\$ 832	
14	City of San Leandro	San Leandro Boulevard Reconstruction		NA	\$ 1,153	\$ 804	\$ 804					\$ 804	
15	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Amaral)		NA	\$ 736	\$ 669	\$ 669					\$ 669	
		Subtotal											
					\$ 21,061	\$ 15,257	\$ 15,257	\$ -	\$ -	\$ -	\$ -	\$ 15,257	

**FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM
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\$ X 1,000													
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
PDA Supportive Projects													
1	City of Berkeley	Shattuck Reconfiguration & Ped Safety		81.5	\$ 3,152	\$ 2,777		\$ 2,777				\$ 2,777	
2	City of Oakland	7th St W Oakland Transit Village Phase II		80.7	\$ 4,066	\$ 3,288		\$ 3,288				\$ 3,288	
3	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements		80.6	\$ 10,456	\$ 7,784		\$ 4,066		\$ 3,718		\$ 7,784	
4	City of Oakland	Lakeside Green Street Project (at Lakeside/Harrison)		80.0	\$ 11,505	\$ 7,000		\$ 7,000				\$ 7,000	Have a request for sponsor to provide construction level component detail with federal and match identified
5	City of Oakland	Peralta St Improvements Component (of MLK Jr. Way & Peralta Phase I App.)		79.7	\$ 3,365	\$ 2,979		\$ 2,979				\$ 2,979	Evaluated application components separately
6	City of Union City	UC BART Station Imp & RR Ped Xing Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		79.0	\$ 26,033	\$ 14,422		\$ 8,692			\$ 5,730	\$ 14,422	Evaluated application components separately
7	City of Berkeley	Hearst Ave Complete Streets		78.5	\$ 2,865	\$ 1,150	\$ 1,006	\$ 1,150				\$ 2,156	Coordinated with LSR Project
8	City of Oakland	Bike Lane Component (of Lake Merritt BART Bikeways App.)		77.7	\$ 2,640	\$ 2,112		\$ 422				\$ 422	Conditional upon identifying other funds for the rehabilitation component of the project Assume bike lane component is 20% of request (\$422k of total \$2,112k)
9	City of Oakland	MLK Way Improvements Component (of MLK Jr. Way & Peralta Phase I App.)		76.9	\$ 2,795	\$ 2,473		\$ 2,473				\$ 2,473	Evaluated application components separately
10	City of Emeryville	Christie Ave Bay Trail Gap Closure		75.5	\$ 550	\$ 550		\$ 550				\$ 550	Fund with Local Bike/Ped funds
11	City of Fremont	Fremont City Center multi-Modal Improvements		71.3	\$ 14,340	\$ 6,360		\$ 5,853				\$ 5,853	Assumes Fremont would need to provide \$507 in additional Funds
12	AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements		69.1	\$ 7,189	\$ 7,189				\$ 200		\$ 200	Funds approved would be considered to against overall ACTC BRT commitments Contingent on providing detailed scope of locations for improvements
13	City of Oakland	Coliseum BART Corridor and Infrastructure Connections		65.7	\$ 2,823	\$ 2,321							
14	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail		65.3	\$ 1,841	\$ 1,630							Also Scored in Bike/Ped Category
15	City of Union City	Decoto Road and Decoto Rail Xing Improvement Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		64.5	\$ 6,505	\$ 5,312							Evaluated application components separately
16	City of Oakland	Tyrone Camey Park/105th Reconfiguration		64.3	\$ 1,972	\$ 1,571							
17	City of Dublin	Amador Plaza Road Complete Street Improvements		58.1	\$ 5,437	\$ 4,813							
18	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		57.1	\$ 4,560	\$ 1,630							Also Scored in Bike/Ped Category
19	City of San Leandro	San Leandro Downtown Parking Mgmt		See Notes	\$ 332	\$ 332							Project not Eligible for OBAG funding; Sponsor requested to consider applying for SC-TAP funds
					\$ 112,426	\$ 75,693	\$ 1,006	\$ 38,700	\$ 550	\$ 200	\$ 9,448	\$ 49,904	
Subtotal													

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\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
Bike Ped Capital Projects														
1	EBRPD	Bay Trail - Gilman to Buchanan	PLAN PRIORITY NETWORK	81.2	\$ 4,851	\$ 1,000			\$ 1,000			\$ 1,000		
2	City of Alameda	Cross Alameda Trail (Ralph Appazzato Memorial Parkway, Webster to Poggi)		77.9	\$ 991	\$ 793			\$ 793				\$ 793	
3	City of Albany	Buchanan/Marin Bikeway		77.8	\$ 1,225	\$ 536			\$ 536				\$ 536	
4	City of San Leandro	W Juana Ped Improvements		74.8	\$ 724	\$ 724			\$ 724				\$ 724	Assumes S Leandro will provide \$378 K in additional Funds
5	Alameda County PWA	"A" Street Class II Bike Lane		72.8	\$ 244	\$ 54								
6	Alameda County PWA	"A" Street Ped Safety		72.2	\$ 1,245	\$ 400								
7	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Label through Muirweta)		70.3	\$ 1,841	\$ 1,630								Also Scored in PDA Supportive Category
8	Alameda County PWA	Fairmont Dr Bike Lane		64.1	\$ 380	\$ 380								
9	City of San Leandro	E 14th St S Area Streetscape		63.0	\$ 6,320	\$ 5,630								
10	City of Albany	Albany Bike/Ped Wayfinding		62.6	\$ 311	\$ 280								
11	City of Pleasanton	Microwave Ped & Bike Detection in Hacienda		61.8	\$ 205	\$ 205								
12	City of Hayward	Main St Complete St		59.7	\$ 2,127	\$ 2,027								
13	City of Pleasanton	I-580 At Foothill Road Interchange Improvements	59.6	\$ 4,560	\$ 1,630								Also Scored in PDA Supportive Category	
14	City of Pleasanton	Foothill Road - Bicycle Lane Gap Closure	55.6	\$ 1,035	\$ 915									
15	Alameda County PWA	Niles Canyon Road Ped Safety	See Notes	\$ 140	\$ 95								Project in Vision Network; Considered Tier 2	
16	Alameda County PWA	Mabel Ave Ped Safety	See Notes	\$ 1,035	\$ 445								Project in Vision Network; Considered Tier 2	
17	Alameda County PWA	E Castro Valley Blvd Bike Lane	See Notes	\$ 540	\$ 480								Project in Vision Network; Considered Tier 2	
18	Alameda County PWA	Mines Rd Bike Lane	See Notes	\$ 56	\$ 50								Project in Vision Network; Considered Tier 2	
19	City of Dublin	Village Parkway Bicycle & Pedestrian Improvements	See Notes	\$ 2,862	\$ 2,533								Project in Vision Network; Considered Tier 2	
20	City of Livermore	Arroyo Las Positas Class I Multi-Use Trail	See Notes	\$ 3,771	\$ 2,918								Project in Vision Network; Considered Tier 2	
21	City of Pleasanton	Bernal Avenue Bridge Over Arroyo de la Laguna	See Notes	\$ 2,200	\$ 500								Project in Vision Network; Considered Tier 2	
22	City of San Leandro	W San Leandro Bikeways	See Notes	\$ 569	\$ 569								Project in Vision Network; Considered Tier 2	
23	EBRPD	Shadow Cliffs to Del Valle Trail	See Notes	\$ 1,430	\$ 1,200								Project in Vision Network; Considered Tier 2	
24	LARPD	Sycamore Grove Park Trail Renovation	See Notes	\$ 1,852	\$ 1,717								Project in Vision Network; Considered Tier 2	
25	EBRPD	Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita	See Notes	\$ 4,320	\$ 750								Project fully funded; Ground Breaking Event Held on May 1st	
					\$ 44,834	\$ 27,461	\$ -	\$ -	\$ 2,675	\$ -	\$ -	\$ 2,675		
Subtotal														

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FINAL PROGRAM
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Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
\$ X 1,000													
Bike Ped Feasibility Studies													
1	City of Oakland	Lake Merritt Chanel Bike/Ped Bridge			\$ 15,000	\$ 400							
2	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)		29	\$ 2,062	\$ 206			\$ 113			\$ 113	Reduce Scope to Feasibility Study About 3-4% of Bike/Ped funds
3	City of Dublin	Iron Horse Trail/BART Connectivity Feasibility Study		25.8	\$ 350	\$ 309							
4	City of Oakland	Park Blvd Path Feasibility Study		23.2	\$ 395	\$ 197							
5	City of Pleasanton	Feasibility Study for Ped & Bike Bridges		19.6	\$ 50	\$ 25							
6	EBRPD	Niles Canyon Regional Trail Feasibility Study		18.4	\$ 150	\$ 75							
		Subtotal			\$ 3,007	\$ 812	\$ -	\$ -	\$ 113	\$ -	\$ -	\$ 113	
Bike Ped Planning Documents													
7	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan		31.8	\$ 120	\$ 102			\$ 102			\$ 102	Master Plan About 3-4% of Bike/Ped Funds
8	City of Hayward	Update of Citywide Bicycle MP, Prep of Ped MP, SR25		24.6	\$ 300	\$ 300							
		Subtotal			\$ 420	\$ 402	\$ -	\$ -	\$ 102	\$ -	\$ -	\$ 102	
Bike Ped Program/Operations													
9	Cycles of Change	Bike Go Round (education/safety Program)		74.8	\$ 840	\$ 360			\$ 240			\$ 240	Program / Operations Would provide 2 years of operations About 7.5% of local Bike/Ped funding
		Subtotal			\$ 840	\$ 360	\$ -	\$ -	\$ 240	\$ -	\$ -	\$ 240	
Transit Capital Projects													
10	AC Transit	Line 51 Corridor GPS-based Transit Signal Priority		74	\$ 11,515	\$ 1,000							
		Subtotal			\$ 11,515	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Transit Operations Projects													
11	City of Alameda	Estuary Crossing Shuttle		74	\$ 941	\$ 489					\$ 200	\$ 200	Operations Would provide 2 years of operations
12	City of Oakland	Broadway Shuttle		72.2	\$ 2,670	\$ 546					\$ 352	\$ 352	Operations Would provide 2 years of operations
13	LAVTA	Route 10 & Rapid Route Operations		71.2	\$ 7,333	\$ 1,000				\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations
14	LAVTA	Route 12v, 20x and 70x Operations		71.0	\$ 3,905	\$ 1,000				\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations
		SubTotal			\$ 14,849	\$ 3,035	\$ -	\$ -	\$ -	\$ 2,000	\$ 552	\$ 2,552	
Totals					\$ 202,551	\$ 120,760	\$ 15,257	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 69,837	



MEMORANDUM

Date: May 30, 2013

To: Bicycle and Pedestrian Advisory Committee

FROM: Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
Matt Todd, Principal Transportation Engineer
Beth Walukas, Deputy Director of Planning

SUBJECT: Discussion and Debrief on Coordinated Funding Program Call for Projects
Process Including MTC Complete Streets Checklists

Recommendation

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

Summary

Since late in 2012, the BPAC has been providing input on various stages of the Alameda CTC Fiscal Year 2012/13 Coordinated Call for Projects, including the establishment of scoring criteria and available funding amounts, review of project application information and MTC Complete Streets checklists, development of questions for applicants, and input on the draft and final program of projects to receive funding. At its June meeting, the BPAC is requested to provide feedback on the Coordinated Funding Program process and the BPAC's role in the process. MTC staff will be present to receive input on their Complete Streets Checklist form.

The MTC Complete Streets Checklists can be found online at:

<http://completestreets.mtc.ca.gov/checklists>.

BPAC Timeline and Roles in FY 2012/2013 Coordinated Funding Program is listed below:

Date	Task
03/15/13	All applications and checklists submitted. -> 68 applications were received for a total of \$122 million.
03/20/13	Link to MTC Complete Streets Checklist web page emailed to BPAC for early review
03/30/13	Instructions and Timeline, Projects lists and Subcommittee assignments emailed to BPAC
04/03/13	DUE from BPAC: First round of questions and input for applicants on completed Checklists. This round of questions and input was considered during staff's initial project evaluation.
04/05/13	Staff emailed BPAC members a consolidated list of all BPAC questions/input on Checklists, to be used in 04/11 BPAC meeting.
04/11/13	At its meeting, BPAC provided further questions/input on completed Checklists. This was incorporated into staff project evaluation.
Late April	Applicant responses provided to BPAC, for information at May meeting.
Early May	Draft list of projects to be funded provided to BPAC to review
05/07/13	BPAC Meeting to consider draft list of projects
Late May	Final Draft list of projects to be funded provided to BPAC to review
06/06/13	BPAC Meeting to consider final draft list of projects
06/27/13	Alameda CTC Commission adopts final program of projects to be funded

Attachments

Attachment A: MTC Complete Streets Checklist form



COMPLETE STREETS CHECKLIST

All projects must complete questions 1-4. Projects requesting funds for Project Study and Engineering (PS&E), Project Engineering (PE), Construction (CON) must also answer questions 5-10

Preamble

Recent federal, state and regional policies call for the routine consideration of bicyclists and pedestrians in the planning, design and construction of all transportation projects. These policies—known as “Routine Accommodation” guidelines—are included in the federal surface transportation act (SAFETEA-LU), Caltrans Deputy Directive 64, and MTC Resolution 3765, which called for the creation of this checklist.

In accordance with MTC Resolution 3765, agencies applying for regional transportation funds must complete this checklist to document how the needs of bicyclists, pedestrians and transit users were considered in the process of planning and/or designing the project for which funds are being requested. For projects that do not accommodate bicyclists *and* pedestrians, project sponsors must document why no accommodation has occurred. According to the resolution, the checklist is intended for use on projects at their earliest conception or design phase.

This guidance pertains to transportation projects that could in any way impact bicycle, pedestrian and/or transit use, whether or not the proposed project is designed to accommodate these modes. Projects that do not affect the travel way, such as bus-washers and emergency communications equipment, are exempt from completing the checklist.

I. Existing Conditions

1 PROJECT AREA

- a. What accommodations for bicycles and pedestrians are included on the current facility and on facilities that it intersects or crosses?

- b. If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

- c. Please indicate any particular pedestrian, bicycle and transit uses or challenges along the project corridor that you have observed or of which you have been informed.

- d. What existing challenges could the proposed project address for bicycle, pedestrian and transit travel in the vicinity of the proposed project?

2 DEMAND

What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

3 COLLISIONS

Have you considered collisions involving bicyclists and pedestrians along the route of the facility? If so, what resources have you consulted?

II. Plans, Policies and Process

4 PLANS

- a. Which adopted plans call for the development, addition or improvement of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project? If yes, list the applicable plan(s).

- b. Is the proposed project consistent with these plans?

5 POLICIES, DESIGN STANDARDS & GUIDELINES

- a. Which local, state or federal design guidelines, standards or best practices were used in the designing the bicycle and/or pedestrian components of the project?

- b. If so have the policies been followed?

6 REVIEW

Has the proposed project been discussed at BPAC, stakeholder and/or public meetings?

III. The Project

7 PROJECT SCOPE

What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

8 HINDERING BICYCLISTS/PEDESTRIANS

- a. Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement? If yes, please describe situation in detail.

- b. If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.

- Reasons why the project cannot be redesigned

Right-of-way (Did an analysis lead to this conclusion?)

- What would the cost of the bicycle and/or pedestrian facility?

9 CONSTRUCTION PERIOD

How will access for bicyclists and pedestrians be maintained during project construction?

10 ONGOING MAINTENANCE

What agency will be responsible for ongoing maintenance of the facility and how will this be budgeted?

Alameda County Transportation Improvement Authority
Bicycle and Pedestrian Advisory Committee

Fiscal Year 2012-2013 Record of Actions Taken

Meeting Date	Action Item	Motion Called By	Seconded By	Vote
7/12/2012	A motion to approve the May 31, 2012 minutes with the correction to John Spangler's agency/affiliation to BART Bicycle Advisory Task Force.	Ann Welsh	Diana Rohini LaVigne	The motion carried unanimously (7-0).
9/6/2012	Approval of the July 12, 2012 minutes was postponed for the next meeting due to the lack of a quorum.			
10/4/2012	A motion was made to approve the July 12, 2012 minutes with the following corrections and to approve the September 6, 2012 minutes as they appeared in the meeting packet: Public Comment – Change the first sentence of Lynne Bosche comment to read “ ... Piedmont is the only city in Alameda County to not have one.” Change the last sentence of Mike Ansell's comment to read “Approximately 8,000 people attend Las Positas College, and potentially 2,000 people could use the pathway from Dublin.”	Jeremy Johansen	Ann Welsh	The motion carried 8-0 with one abstention, Mike Bucci.
	A motion was made to recommend that the Commission adopt the Final Countywide Bicycle and Pedestrian Plans.	Preston Jordan	Lucy Gigli, Jeremy Johansen, and Ann Welsh	The motion passed unanimously (9-0).

11/15/2012	A motion to approve the October 4, 2012 minutes as they appeared in the meeting packet.	Jeremy Johansen	Heath Maddox	The motion carried unanimously (6-0).
	A motion was made to approve the amended BPAC Bylaws.	Heath Maddox	Sara Zimmerman	The motion carried 6-0 with on abstention, Jeremy Johansen.
2/7/2013	A motion was made to approve the November 15, 2012 minutes as they appeared in the meeting packet.	Mike Bucci	Mike Ansell	The motion carried unanimously (9-0).
	A motion was made to approve that the BPAC establish four subcommittees, by planning area, and divide the MTC checklists to evaluate the Coordinated Funding Program projects.	Preston Jordan	Ann Welsh	The motion carried unanimously (9-0).
4/11/2013	A motion was made to approve the February 7, 2013 minutes as they appeared in the meeting packet.	Sara Zimmerman	Preston Jordan	The motion carried unanimously (9-0).
	A motion was made to approve that BPAC recommend the Alameda CTC Commission approve the items as they appear in the meeting minutes to continue the Countywide Bicycle Safety Education Program.	Preston Jordan	Jeremy Johansen	The motion carried unanimously (9-0).



MEMORANDUM

To: Countywide Bicycle and Pedestrian Advisory Committee

From: Rochelle Wheeler, Countywide Bicycle & Pedestrian Coordinator
Beth Walukas, Deputy Director of Planning

Date: May 30, 2013

Subject: Election of BPAC Officers

Recommendation

Staff recommends that the Countywide Bicycle and Pedestrian Advisory Committee (BPAC) elect a chair and vice chair for the upcoming 2013–2014 fiscal year.

Summary

Per the current BPAC Bylaws, BPAC members must elect a chair and vice chair once per year. Elections are usually held at the last meeting before the beginning of the new fiscal year. This memo summarizes the roles and responsibilities of the chair and vice chair positions, should a member wish to run for one of these two positions. Currently, Midori Tabata is the Chair and Ann Welsh is the Vice Chair.

The applicable sections from the current BPAC Bylaws are included below.

4.1 Officers. The BPAC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the BPAC.

4.1.1 Duties. The chair shall preside at all meetings and will represent BPAC before the Commission to report on BPAC activities. The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair. In the absence of the chair and vice chair at a meeting, the members shall, by consensus, appoint one member to preside over that meeting.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume

office at the meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.”

As noted above, the chair (or vice chair) is expected to attend the Alameda CTC Commission meetings to report on any BPAC meetings or activities that have occurred since the last report to the Commission. If there have been no recent BPAC meetings the chair does not need to attend the Commission meeting. Currently the Commission meetings take place at 2:00 p.m. on the fourth Thursday of each month.



MEMORANDUM

DATE: April 11, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Alameda CTC Semi-Annual Programs Status Update**

Recommendation

This is an informational item only. No action is requested.

Summary

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs, services, and projects in Alameda County.

In November 2010, voters approved the Measure F Vehicle Registration Fee (VRF) Program, thereby authorizing the collection of an annual \$10 per vehicle registration fee starting in May 2011. Funds raised by the VRF Program are for local transportation purposes in Alameda County.

On a monthly basis, Alameda CTC disburses Measure B and VRF pass-through program funds to (20) twenty agencies/jurisdictions through formulas and percentages. During the first half of FY 12-13, the pass-through funded programs received the following funds listed in Table 1 on the next page.

Pass-through program recipients are required to submit separate annual independent audited financial statements and accompanying descriptive compliance reports for Measure B and VRF by the end of each calendar year.

Local agencies/jurisdictions and nonprofit organizations may also receive Measure B and VRF grant funds through Alameda CTC's discretionary grant funding programs. Grant recipients are required to submit progress reports every six months. These progress reports summarize the status of grant programs semi-annually (as reported by recipients).

**Table 1:
Measure B and VRF Pass-Through funds Received Per Program
(first half of FY 12-13)**

Measure B Programs	Measure B Funds (in millions)	Vehicle Registration Fee Programs	VRF Funds (in millions)	Total Funds (in millions)
Local Streets and Roads (Local Transportation)	\$13.0	Local Streets and Roads	\$3.9	\$16.9
Mass Transit	\$12.3		N/A	\$12.3
Special Transportation for Senior and People with Disabilities (Paratransit)	\$5.2		N/A	\$5.2
Bicycle and Pedestrian Safety	\$2.2		N/A	\$2.2
TOTALS	\$32.7		\$3.9	\$36.6

Discussion

Summary of Measure B Pass-through Fund Program

Since the 2000 Measure B sales tax collections began on April 1, 2002, Alameda CTC has collected and distributed approximately \$632.0 million in Measure B program funds, including pass-through and grant funds, to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes.

For FY 12-13, Measure B net sales tax revenues are projected to generate \$106.4 million. Of this amount, approximately \$60.0 million will be distributed to eligible jurisdictions as Pass-through funds.

During the first half of FY 12-13, the actual net sales tax revenue was \$58.1 million. This is a positive initial indication that the actual total net revenues in FY 12-13 may be higher than originally projected. Thus, recipients may receive more pass-through dollars to support their transportation projects and programs.

As agencies address their transportation funding needs, it is important to note the Master Program Funding Agreement (MPFA) states that Local Streets and Roads funds are eligible for uses on an array of local transportation improvements. Local Streets and Roads funds can be used for more than just traditional roadway improvements. This is a versatile program which allow for expenditures for bicycle/pedestrian, paratransit and transit improvements as well as roadway.

An amended MPFA was signed in the spring of 2012 between the Alameda CTC and recipients of Measure B and VRF revenues. The MPFA enacted a “Reserve Fund Policy” that established three types of reserve funds with specified periods of time to expend the funds as follows:

1. The “Capital Fund Reserve” establishes funds for specific large capital projects and recipients shall expend all funds prior to the end of the third fiscal year following the fiscal year the reserve was established.
2. The “Operational Fund Reserve” establishes funds to address operational issues and maintain transportation operations. The amount retained in this fund may not exceed 50 percent of anticipated annual combined Measure B and VRF funds. This fund may be a revolving fund and is not subject to an expenditure timeframe.

3. The “Undesignated Fund Reserve” establishes funds to maintain transportation needs over a fiscal year. This fund may not contain more than 10 percent of annual pass-through revenues.

The MPFA outlines in the “Timely Use of Funds Policy” that any funds that are not spent in a timely manner, or in accordance with the “Reserve Fund Policy”, are subject to rescission.

Measure B FY 12-13 Pass-through Program highlights are noted below:

- In the first half of FY 12-13, Alameda CTC distributed approximately \$32.7 million in Measure B pass-through funds as depicted by program distribution in Table 2 on the following page.

Table 2: Measure B Pass-through Funding Distribution

(First half of FY 12-13)

Program/Projects	Amount Distributed <i>(in millions)</i>	Percent
Local Streets and Roads (Local Transportation)	\$ 13.0	39.8%
Mass Transit	\$ 12.3	37.6%
Paratransit	\$ 5.2	15.9%
Bicycle and Pedestrian	\$ 2.2	6.7%
TOTAL	\$ 32.7	100%

- Alameda CTC distributed pass-through funds to (20) twenty jurisdictions including (14) fourteen local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; Alameda County; and (5) five transportation agencies: Alameda-Contra Costa Transit District (AC Transit), Altamont Commuter Express (ACE) Rail Service, Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART), and San Francisco Bay Area Water Emergency Transportation Authority (WETA).

A summary of local agencies’ Measure B Local Street & Roads (Local Transportation) program and the VRF Local Road Improvement and Repair program pass-through fund balances and anticipated expenditures has been included as Attachment (E).

Summary of Vehicle Registration Fee Pass-through Fund Program

Since Vehicle Registration Fee collections began in May 2011, Alameda CTC has collected \$20.8 million in net funds. Alameda CTC began distributing VRF pass-through funds to local jurisdictions in Spring 2012. These pass-through funds are eligible exclusively for local street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the VRF per the Master Program Funding Agreement.

For FY 12-13, VRF fund collections are projected to generate \$10.2 million. Of this amount, approximately \$6.1 million will be distributed to eligible jurisdictions as Pass-through funds.

VRF FY 12-13 Pass-through Fund program highlights are noted below:

- For FY 12-13, to date Alameda CTC VRF actual net revenue is approximately \$6.5 million.
- Of the \$6.5 million, Alameda CTC distributed \$3.9 million (60%) in VRF pass-through program funds to recipients for local streets and roads improvements.
- The remaining \$2.6 million (40%) is reserved for discretionary grant programs.
- Alameda CTC distributed VRF pass-through funds to (14) fourteen local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; and Alameda County.

Summary of Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four competitive grant programs to local agencies, transit agencies, and nonprofit organizations for transportation purposes. Alameda CTC evaluates grant proposals before awarding grants to project sponsors. For the Bicycle and Pedestrian Countywide Discretionary Fund (CDF) and the Paratransit Gap Grant programs, community advisory committees also review and make funding recommendations to the Commission for approval.

For FY 12-13, to date, Alameda CTC has reimbursed project sponsors approximately \$1.5 million in Measure B grant funding. The four competitive grant programs are described below.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

Through the Bicycle and Pedestrian CDF Grant Program, Alameda CTC provides funding to bicycle and pedestrian transportation projects which encourage and increase accessibility, safety, and mobility for bicyclists and pedestrians throughout the County.

Alameda CTC has allocated approximately \$10.1 million to (44) forty-four bicycle and pedestrian projects related to capital projects, master planning activities, and bicycle education efforts. Alameda CTC's Bicycle and Pedestrian Advisory Committee (BPAC) provides project funding recommendations to the Commission. Currently, there are (10) ten active bicycle/pedestrian projects financed through this grant fund.

For FY 12-13, to date, Alameda CTC has reimbursed approximately \$578,000 to project sponsors.

Express Bus Service Grant Program

The Express Bus Service program is designed to improve rapid bus services throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion.

Alameda CTC has allocated approximately \$7.4 million to (7) seven express bus service projects. Currently, there are (3) three active express bus service projects.

For FY 12-13, to date, Alameda CTC has reimbursed over \$272,000 to project sponsors.

Paratransit Gap Grant Program

The Paratransit Gap Grant program provides funding to local jurisdictions, transit agencies, and non-profit groups to improve transportation mobility and access to seniors and people with disabilities. The program funds a variety of projects from shuttle operations, same day/taxi services, transportation/outreach services including special transportation services for individuals with dementia, volunteer driver services, travel escorts, and travel training.

Alameda CTC has allocated approximately \$12.2 million to (58) fifty-eight transportation projects and programs for seniors and people with disabilities. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the Commission on the Paratransit Gap grant funding. Currently, there are (22) twenty-two active Paratransit Gap projects.

For FY 12-13, to date, Alameda CTC has reimbursed approximately \$609,000 to project sponsors.

Transit Center Development Grant Program

The Transit Center Development (TCD) grant program focuses on development of mixed-use residential or commercial areas designed to maximize access to public transportation. These projects are also referred to as Transit Oriented Development Projects (TOD) or Priority Development Areas (PDA). Alameda CTC makes these funds available to Alameda County cities and to the County to encourage development near transit centers.

Alameda CTC allocated over \$1.6 million to TCD projects throughout Alameda County. Currently, there are (2) two active TCD projects.

For FY 12-13, to date, Alameda CTC is awaiting a reimbursement request from the project sponsors.

Measure B Grant program highlights

- Since the start of Measure B grant funding in 2004, over 40 agencies and nonprofit organizations have received grant awards through the four grant programs.
- As of September 2012, Alameda CTC has funded 118 grant projects in the amount of approximately \$31.3 million in Measure B funding.
- To date, there are (81) eight-one completed projects which have expanded access to transportation and improved mobility in Alameda County for each type of grant program.
- These Measure B grant funded projects and programs have been successful at meeting and exceeding performance measures and other markers of success.
- These grant programs have leveraged Measure B funds to cover total grant program costs of approximately \$119.0 million.
- Currently, there are (37) thirty-seven active grants.
- In February 2013, Alameda CTC announced a new call-for-projects for the Paratransit Gap Grant Cycle 5 Program. Selected projects for funding will be recommended to the Commission in May 2013.

- Similarly, in February 2013, as part of the Coordinated Funding Program, a call-for-projects was announced for Measure B Bicycle/Pedestrian Cycle 5 (\$2.5 million) and Express Bus Cycle 3 (\$2.2 million) grant funds. This program coordinates the programming of Measure B, federal and VRF funds. These projects will be a recommended for the Commission’s approval in June 2013.

VRF Grant program highlights

- The FY 2012/13 Coordinated Program aligned the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with the One Bay Area Grant call-for-projects (federal funding). The call-for-projects was released in February 2013. The available funding included \$1.5 million of VRF grant funds to the Bicycle/Pedestrian Program and \$5.0 million to the Transit Program. This program coordinates the programming of Measure B, federal and VRF funds.
- Funds will be available in FY 13/14 and will be the first year of VRF grant funding.
- A list of projects will be a recommended for the Commission’s funding approval in June 2013.

Summary of Measure B Grant Funding Cycles

The following Table 3 depicts the Measure B grant cycles, including the Measure B award amount to date and the total number of projects for each cycle. In lieu of issuing a Call for Projects for the grant programs in FY 10/11 and 11/12, the Commission approved supplemental funding, funding reallocation, and/or time extensions (*reference as “mid-cycle”*).

Table 3: Total Measure B Grant Programs Summary

Program	Cycle	Start Date	Measure B Awards	Total Project Costs	Total Projects	Active Projects
Bicycle and Pedestrian	1	02/26/04	\$1,250,000	\$5,845,092	7	0
	2	04/28/05	\$1,000,000	\$2,143,921	8	0
	3	07/01/07	\$2,407,292	\$16,592,705	14	0
	4	07/01/09	\$4,926,682	\$10,760,667	12	7
	Mid-Cycle	07/01/10	\$484,000	\$4,204,000	3	3
		Subtotal:	\$10,067,974	\$39,546,385	44	10
Express Bus	1	07/01/06	\$3,170,843	\$12,284,677	3	1
	2	07/01/09	\$3,907,157	\$5,448,679	3	1
	Mid-Cycle	07/01/10	\$321,000	\$321,000	1	1
			Subtotal:	\$7,399,000	\$18,054,356	7
Paratransit	1 & 2	07/01/04	\$1,536,365	\$1,536,365	16	0
	3	07/01/06	\$4,126,162	\$4,759,835	16	4
	4	07/01/08	\$6,133,191	\$8,876,540	20	12
	Mid-Cycle	07/01/10	\$391,244	\$564,500	6	6
			Subtotal:	\$12,186,952	\$15,737,240	58
Transit Center Development	1	07/01/05	\$340,390	\$1,662,175	4	0
	2	07/01/07	\$767,000	\$43,369,344	4	1
	Mid-Cycle	07/01/10	\$500,000	\$500,000	1	1
			Subtotal:	\$1,607,390	\$45,531,519	9
Total:			\$31,261,316	\$118,869,500	118	37

Attachments

- Attachment A: Bicycle and Pedestrian CDF Measure B Grant Program Status Update on active projects
- Attachment B: Express Bus Service Measure B Grant Program Status Update on active projects
- Attachment C: Paratransit Measure B Gap Grant Program Status Update on active projects
- Attachment D: Transit Center Development Measure B Grant Program Status Update
- Attachment E: Summary of local agencies' Measure B Local Street & Roads (Local Transportation) program VRF Local Road Improvement and Repair program pass-through fund balances and anticipated expenditures

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Bicycle and Pedestrian CDF Grant Program

Attachment A: Bicycle and Pedestrian Countywide Discretionary Fund Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 4 Bicycle and Pedestrian Grant Projects

1. **Alameda Countywide Bicycle Plan Update (Alameda CTC):** Alameda CTC is coordinating updates of the Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan that will reflect current bicycling and walking conditions, needs, and priorities in Alameda County.
 - The Draft Plan was released on June 25, 2012.
 - The Final Draft Plan was adopted in October 2012.
 - The project is in the process of closing-out.

2. **Alamo Canal Regional Trail – Interstate 580 Undercrossing (Construction) (City of Dublin):** The Alamo Canal Regional Trail in Dublin will connect with the Centennial Trail in Pleasanton, creating a 3.6-mile continuous Class 1 multi-use path.
 - The project started construction on April 16, 2012.
 - The project is completed as of October 2012.
 - The City is performing bicycle/pedestrian counts to evaluate the project.

3. **Bicycle Safety Education Program (East Bay Bicycle Coalition [EBBC]):** EBBC is educating and training bicyclists on safe biking techniques, ranging from proper and safe riding to basic repair and maintenance. This project also includes the coordination with the Cycles of Change on their Neighborhood Bicycle Transportation Centers' bicycle distribution and education program (aka Bike-Go-Round).
 - The Project Sponsor continues to conduct Traffic Skills 101 Classes, Train-the-Trainer sessions, Family Cycling Workshops, Kids' Bike Rodeos, Lunchtime Commute Workshops, How-to-Ride-a-Bike Classes and Police Diversion Outreach classes.

4. **East Bay Greenway Environmental Review and Implementation Strategy (Alameda CTC):** The East Bay Greenway eliminates barriers separating local communities and provides mobility for economically and socially disadvantaged communities through safe connections to five BART stations, two downtown areas, and multiple parks and schools, by building a 12-mile walking and biking path under and adjacent to the BART tracks between Oakland and Hayward.
 - Alameda CTC in collaboration with local and regional partners is currently obtaining environmental clearance to construct the segment that will connect to the Oakland Coliseum BART Station.

5. **Lakeshore/Lake Park Avenue Complete Streets Project (City of Oakland):** The City of Oakland is coordinating improvements to create a "complete street" near Lakeshore and Lake Park Avenues.
 - Construction is completed and the project is closing out.

Bicycle and Pedestrian CDF Grant Program

6. **Newark Pedestrian and Bicycle Master Plan (City of Newark):** The City of Newark is drafting its first Pedestrian and Bicycle Master Plan to thoroughly address gap closure needs and safety improvements, and to increase convenient access to public transit, activity centers, and schools.
 - The draft version of the plan, is available online for public viewing at <http://newarkbikepedplan.fehrandpeers.net/draft-documents>.
 - The final draft master plan will be reviewed by the Newark Planning Commission and City Council by July 2013.
7. **Tri-City Senior Walk Clubs (City of Fremont):** Each “Walk This Way Program” session, led by a fitness instructor/program facilitator, includes a 16-week curriculum of educational and motivational classes to promote the health benefits of walking, teach awareness of pedestrian safety and personal security, including how to avoid falls and injuries, and encourage walking as a mode of transportation and a means of connecting with public transit and local activity centers.
 - The Project Sponsor reviewed project progress with Generations Community Wellness and determined the changes needed for future program implementation.
 - The Project Sponsor continues to conduct outreach and promotion to individuals.

Mid-Cycle Bicycle and Pedestrian Grant Projects

1. **Safe Routes to School - Bike Mobility (Alameda CTC):** The Bike Mobile is a pilot program managed under the Alameda CTC’s Safe Routes to Schools (SR2S) program. The Bike Mobile and its bicycle mechanic staff will visit schools and community organizations and events to deliver no-cost, hands-on bicycle repair and bicycle safety training to promote riding bikes to school.
 - On April 24, 2012, the Alameda CTC and the Metropolitan Transportation Commission (MTC) with partner Cycles of Change launch the new Bike Mobile program and the newly designed Bike Mobile vehicle at an inaugural ceremony and bike “Fix-a-Thon”.
 - The program will run through November 2013.
2. **Safe Routes to School - Operations (Alameda CTC):** Alameda CTC’s SR2S program goal is to educate and encourage children to walk and bike to school through walking, school buses, bicycle education, safety training, and parent- and student-coordinated education efforts.
 - The program has reached almost 150 schools throughout the county.
3. **Safe Routes to School – Technical Assistance Program (Alameda CTC):** The SR2S Technical Assistance Program aim is to provide Capital Project development resources (i.e. Environmental Documents, Design Phase) to local agencies, and to assist agencies in competing for other capital focused SR2S grant programs.
 - The Alameda CTC Commission approved a federal funding exchange with the San Joaquin Regional Rail Commission in March 2012.



Measure B
Pass-through Fund Program
Compliance Report



Fiscal Year 2011-2012
May 2013

Alameda County Transportation Commission
1333 Broadway, Suite 220 & 300
Oakland, CA 94612
www.AlamedaCTC.org

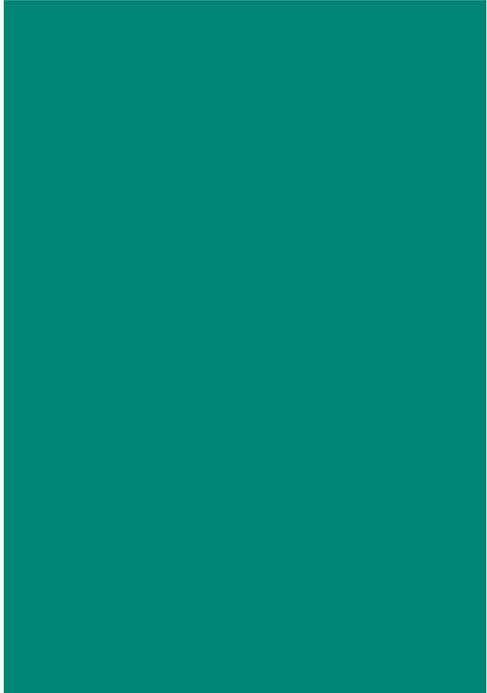


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Introduction

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



In FY 11-12, Alameda CTC distributed approximately \$60.5 million to the twenty local agencies and jurisdictions. Each fiscal year, Alameda CTC requires these recipients to report on their Measure B pass-through fund expenditures.

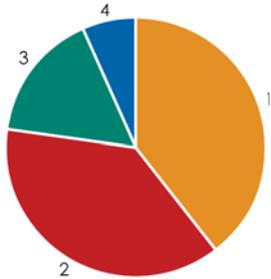
Agencies and jurisdictions rely on Measure B funds for numerous types of projects including bikeways, bicycle parking facilities, pedestrian crossing improvements, intersection and signal improvements, guardrails, street resurfacing and maintenance, bus and ferry operations, rail services, shuttle and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

This Compliance Report is a summary of FY 11-12 revenues and expenditures reported by Measure B recipients, as per the updated Master Programs Funding Agreement (MPFA) executed between Alameda CTC and the local agencies and jurisdictions in Spring 2012. The MPFA outlines the funding distribution to the recipients, eligible expenditures, and reporting requirements pertaining to the use of the transportation sales tax.

As part of the audited financial statement and compliance reporting process, recipients must submit the following program deliverables to Alameda CTC:

- **Road miles:** The number of maintained road miles within the city's jurisdiction, consistent with the miles the jurisdiction reported to state and federal agencies.
- **Population:** The number of people the jurisdiction's transportation program serves in the fiscal year.
- **Newsletter:** Documentation of a published article that highlights the program in either Alameda CTC's newsletter or the agency's newsletter.
- **Website:** Documentation of up-to-date program information on the agency's website including a link to Alameda CTC's website.
- **Signage:** Documentation of the public identification of the program improvements as a benefit of Measure B.
- **Pavement Condition Index:** Documentation of the agency's Pavement Condition Index (PCI) to provide a frame of reference for the condition of their local streets and roads as applicable to the Local Streets and Road Program.
- **Complete Streets Policy:** Confirmation that local jurisdictions have developed or will be adopting a Complete Streets policy by June 30, 2013.
- **Timely Use of Funds Policy:** Document an implementation plan using ending fund balances. Per the MPFA, local jurisdictions must expend Measure B pass-through funds in an expeditious manner, and no unexpended funds beyond those included in specified reserve categories, as noted in the Reserve Fund Policy, may be permitted. If Measure B recipients do not meet the timely use of funds requirements, unspent pass-through funds may be subject to rescission.
- **Reserve Fund Policy:** Local jurisdictions must establish and identify reserve funds for unspent funds.
 - *CAPITAL FUND RESERVE:* This reserve is for larger Capital Projects. Funds identified must be expended by the end of the third fiscal year following the fiscal year when the reserve was established.
 - *OPERATIONS FUND RESERVE:* This reserve is for operational activities and may not exceed more than 50 percent of anticipated annual Measure B pass-through revenues.
 - *UNDESIGNATED FUND RESERVE:* This reserve is for general transportation needs (within the category) and may not contain more than 10 percent of annual Measure B pass-through revenues.

Fiscal Year 2011-2012 Measure B Pass-through Fund Distribution



Alameda CTC Pass-through Program Distribution

Dollars in millions

1 Local Streets and Roads	\$24.0	40%
2 Mass Transit	\$22.8	38%
3 Paratransit	\$9.7	16%
4 Bicycle and Pedestrian	\$4.0	6%
Total Distributions	\$60.5	100%

The Alameda CTC disburses Measure B pass-through funds on a monthly basis to Alameda County agencies and jurisdictions for their transportation programs, based on the 2000 Measure B Transportation Expenditure Plan. This report summarizes the total Alameda CTC pass-through fund allocations and agency expenditures for fiscal year 2011-2012 (FY 11-12).

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

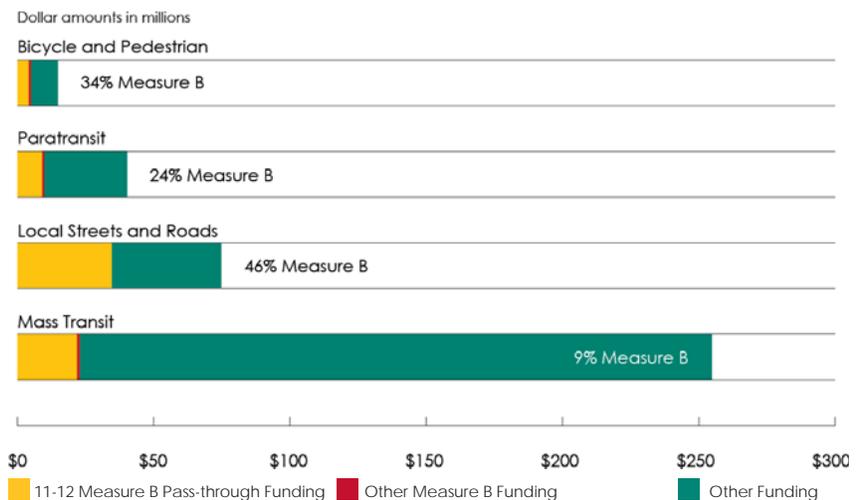
Measure B Pass-through Fund Distributions

In FY 11-12, Alameda CTC provided approximately \$60.5 million in total Measure B pass-through funding for four transportation programs:

- 1) Local Streets and Roads (\$24.0 million)
- 2) Mass Transit Services (\$22.8 million)
- 3) Special Transportation Services for Seniors and People with Disabilities (paratransit) (\$9.7 million)
- 4) Bicycle and Pedestrian Safety (\$4.0 million)

The agencies reported the receipt of \$60.5 million in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$312.4 million.

Measure B Contribution to Total Program Expenditures

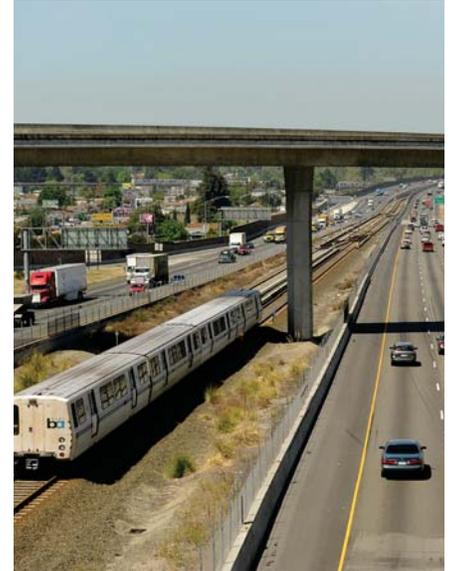


Reported Measure B Pass-Through Expenditures

Each fiscal year, local agencies and jurisdictions utilize past Measure B pass-through fund reserves and their annual pass-through program revenue to implement their projects and programs. In FY 11-12, the total reported \$70.2 million of Measure B pass-through expenditures included using \$54.3 million in FY 10-11 reserves. As a result, the unspent balance at the end of FY 11-12 was reported as \$44.9 million and represents a decline in reserve balances from the previous year.

The overall total expenditure in FY 11-12 and the decline in reserve balances indicates that agencies and jurisdictions are expending reserve Measure B funds more than the previous fiscal years and reducing the balance.

See the chart below for more information on Measure B (MB) pass-through fund reserves, annual pass-through revenue distribution, and expenditures in FY 11-12. The profiles for each of the local agencies and jurisdictions appear later in the report to provide more detail on their Measure B reserves and expenditures per program.



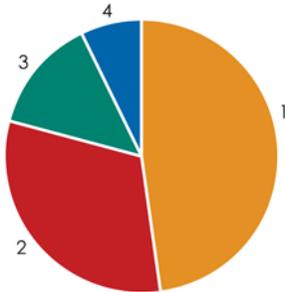
FY 11-12 Measure B Expenditures and Fund Balances

Agency/Jurisdiction	10-11 MB Balance	11-12 MB Revenue	MB Interest	11-12 MB Expended	Ending MB Balance
AC Transit	\$0	\$23,037,792	\$0	\$23,037,792	\$0
BART	\$0	\$1,601,788	\$0	\$1,601,788	\$0
LAVTA	\$0	\$881,069	\$0	\$881,069	\$0
WETA	\$1,825,246	\$838,520	\$1,755	\$163,057	\$2,502,463
ACPWA	\$10,779,347	\$2,743,493	\$13,806	\$9,589,326	\$3,947,320
ACE	\$2,424,620	\$2,379,054	\$8,182	\$2,062,326	\$2,649,530
City of Alameda	\$3,538,906	\$1,845,358	\$45,144	\$1,474,175	\$3,955,233
City of Albany	\$19,556	\$435,185	\$198	\$430,085	\$24,854
City of Berkeley	\$2,918,127	\$2,977,087	\$597	\$3,518,472	\$2,377,339
City of Dublin	\$1,165,478	\$468,408	\$10,893	\$432,967	\$1,211,812
City of Emeryville	\$648,885	\$273,856	\$5,861	\$509,575	\$419,026
City of Fremont	\$5,591,881	\$3,204,262	\$55,672	\$4,050,832	\$4,800,983
City of Hayward	\$1,871,931	\$2,949,527	-\$3,580	\$2,906,795	\$1,911,083
City of Livermore	\$1,863,819	\$1,061,500	\$11,040	\$1,225,232	\$1,711,127
City of Newark	\$986,693	\$657,559	\$3,915	\$1,089,932	\$558,234
City of Oakland	\$10,910,118	\$10,869,752	\$27,859	\$11,115,943	\$10,691,786
City of Piedmont	\$678,570	\$388,466	\$0	\$648,877	\$418,159
City of Pleasanton	\$2,128,314	\$942,044	\$19,444	\$731,747	\$2,358,055
City of San Leandro	\$3,072,379	\$1,658,414	\$18,084	\$1,689,571	\$3,059,306
City of Union City	\$3,847,657	\$1,443,046	\$41,074	\$3,059,658	\$2,272,119
Total	\$54,271,527	\$60,556,178	\$259,943	\$70,219,219	\$44,868,430

Notes:

1. The table above reflects total Measure B revenue and expenditures reported by agencies/jurisdictions.
2. Revenue and expenditure figures throughout this report may vary due to number rounding.
3. The Ending MB Balance includes interest on Measure B funds and reflects fund transfers.
4. The City of Hayward reported a negative interest due to a GASB 31 accounting adjustment.

Measure B Pass-through and Discretionary Fund FY 11-12 Expenditures



Total Measure B Funds Expended

Dollars in millions

1 Local Streets and Roads	\$34.8	48%
2 Mass Transit	\$22.9	31%
3 Paratransit	\$9.9	14%
4 Bicycle and Pedestrian	\$5.1	7%
Total Expended	\$72.7	100%

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

In FY 11-12, agencies reported a total of \$72.7 million of Measure B expenditures. This includes \$70.2 million in Measure B pass-through expenditures and \$2.5 million in “Other Measure B” funds. These expenditures financed infrastructure improvements on local transportation and roadways, bicycle and pedestrian routes, and provided support to paratransit and mass transit operations. By program type, agencies spent 48 percent of total Measure B funds on local streets and roads projects, 31 percent on mass transit, 14 percent on bicycle and pedestrian projects, and 7 percent on paratransit.

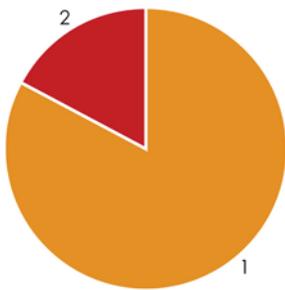
Measure B Pass-through Expenditures

Of the reported \$70.2 million of Measure B pass-through fund expenditures, local jurisdictions used their previous year’s reserve balance (\$54.2) and their allocated FY 11-12 Measure B pass-through funds (\$60.5 million) to finance the reported FY 11-12 improvements.

Other Measure B Discretionary Fund Expenditures

Discretionary Measure B funds that are awarded through Alameda CTC’s grant programs are distributed to local jurisdictions on a reimbursement basis. In FY 11-12, agencies reported approximately \$2.5 million in Other Measure B expenditures, across the four discretionary grant programs:

- Bicycle and Pedestrian Countywide Discretionary Fund Grant Program (\$0.9 million),
- Express Bus Service Grant Program (\$1.0 million),
- Paratransit Gap Grant Program (\$0.6 million),
- Transit Center Development Grant Program (\$0.2 million).



Total Measure B Funds Expended by Type

Dollars in millions

Measure B Pass-through	\$70.2	97%
Other Measure B	\$2.5	3%
Total Expended	\$72.7	100%

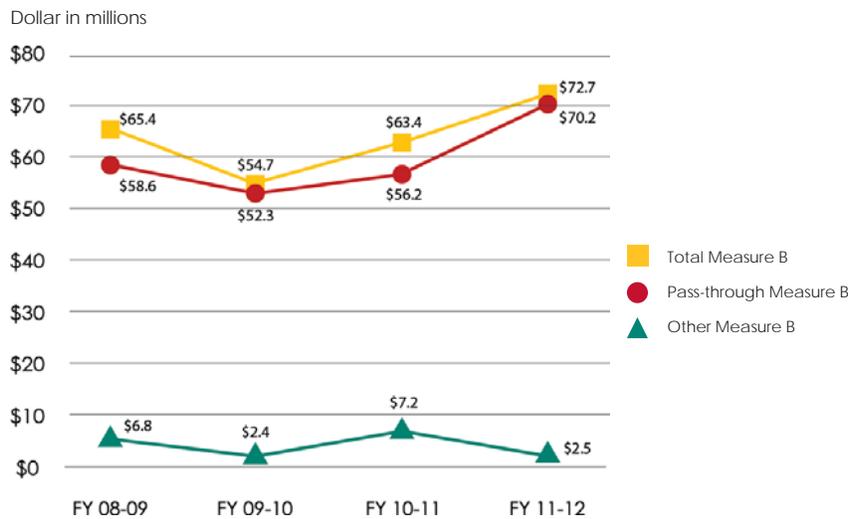
Measure B grant fund recipients receive payment after submitting a request for reimbursement for costs already incurred. Recipients reported their grant fund expenditures on an accrual basis, according to invoices submitted during FY 11-12.

Economic Upswing Increases Measure B Sales Tax Revenues and Expenditures

Each year, the state of the economy directly affects the amount of transportation sales tax revenue generated in Alameda County. Since the economic downturn in 2007, the annual net sales tax revenue has steadily increased from \$90.2 million in FY 09/10, \$100.7 million in FY 10-11, to \$107.5 million in FY 11-12. The progressive growth in sales tax revenue has resulted in an increase in the amount recipients receive in their pass-through program distribution.

In FY 11-12, agencies and jurisdictions expended more Measure B funding than they did in the previous fiscal years. The chart below details the total Measure B funds expended over the last four fiscal years.

**Measure B Expenditures Comparison
FY 08-09 through FY 11-12**



Note:
"Other Measure B" includes Measure B grants, paratransit cash-flow stabilization funds, and paratransit minimum service level funds.



Top Transportation Modes: Bus, Local Streets, and Services for People with Disabilities

In FY 11-12, total Measure B expenditures of \$72.7 million supported the following transportation modes within each program:



- **Bicycle and pedestrian:** Local agencies reported 51 percent financed bicycle and pedestrian improvements, 40 percent funded pedestrian only improvements, and the remaining 9 percent funded bicycle only improvements.
- **Local streets and roads:** Local agencies reported about 73 percent of local streets and roads funds directly supported streets and roads projects. About 26 percent funded bicycle and pedestrian projects. The remaining 1 percent funded other projects including paratransit services and mass transit (scoping and bus-stop facility maintenance), general staffing and administration, training, and traffic management.
- **Mass transit:** The majority of mass transit funds (90 percent) supported bus operations. Measure B also funded rail service (9 percent) and ferry transportation (1 percent).
- **Paratransit:** The jurisdictions reported expenditures of approximately 61 percent of paratransit funds on services for people with disabilities, 39 percent on services for seniors and people with disabilities, and less than 1 percent on other.

Measure B Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$471,258	\$0	\$0	\$0	\$471,258
Bicycle and Pedestrian	\$2,593,998	\$8,964,742	\$0	\$0	\$11,558,740
Pedestrian Crossing Improvements	\$2,078,396	\$0	\$0	\$0	\$2,078,396
Local Streets and Roads	\$0	\$25,596,182	\$0	\$0	\$25,596,182
Bus	\$0	\$81,171	\$20,704,756	\$0	\$20,785,927
Ferry	\$0	\$0	\$167,135	\$0	\$167,135
Rail	\$0	\$0	\$2,062,326	\$0	\$2,062,326
Disabled Services	\$0	\$0	\$0	\$6,052,392	\$6,052,392
Meals on Wheels	\$0	\$0	\$0	\$7,000	\$7,000
Seniors and Disabled Services	\$0	\$8,045	\$0	\$3,821,697	\$3,829,742
Senior Services	\$0	\$0	\$0	\$1,634	\$1,634
Other	\$0	\$119,902	\$0	\$3,075	\$122,977
Total	\$5,143,652	\$34,770,042	\$22,934,216	\$9,885,798	\$72,733,709

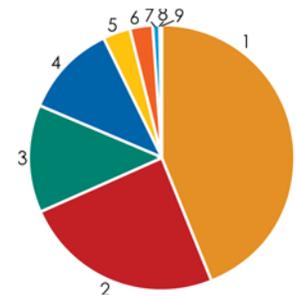
Note: Measure B expenditures by mode include both pass-through and grant funds.

Total Measure B Expenditures by Project Phase

By project phase, the 20 agencies reported expenditures of approximately 44 percent of Measure B funds on operations (\$31.9 million of the \$72.7 million in total expenditures). These dollars helped agencies to maintain services, despite cutbacks from other funding sources.

Other top expenditures by phase include:

- Construction (\$17.9 million)
- Project Completion / Closeout (\$9.5 million)
- Maintenance (\$8.2 million)
- Scoping, Feasibility and Planning (\$2.2 million)



Total Measure B Expenditures by Phase

Dollars in millions

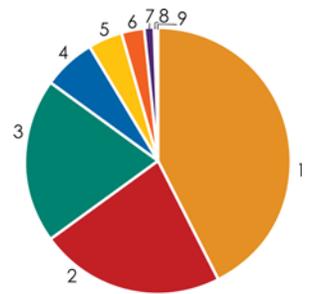
Phase	Dollars in millions	Percentage
1 Operations	\$31.9	44%
2 Construction	\$17.9	25%
3 Project Completion / Closeout	\$9.5	13%
4 Maintenance	\$8.2	11%
5 Scoping, Feasibility and Planning	\$2.5	3%
6 PS&E	\$2.0	3%
7 Other	\$0.5	-%
8 Right-of-Way	\$0.1	-%
9 Environmental	\$-	-%
Total Expenditures	\$72.7	100%

Local Streets and Roads Expenditures by Project Phase

Agencies reported a total expenditure of approximately \$34.7 million on projects to maintain and improve local streets and roads. The majority of the expenses were to construction projects (43%). Construction projects include street resurfacing and maintenance, street reconstruction and overlay, drainage improvements, turn lanes, curb ramps, and striping. Additionally, approximately \$7.8 million was spent on maintenance activities that help provide residents with improved road conditions.

Other top local streets and roads expenditures by phase include:

- Project Completion / Closeout (\$6.9 million)
- Scoping, Feasibility and Planning (\$2.2 million)
- PS&E (\$1.5 million)

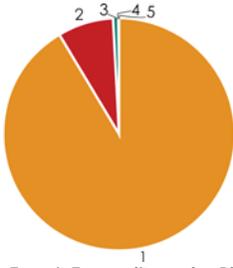


Local Streets & Roads Expenditures by Phase

Dollars in millions

Phase	Dollars in millions	Percentage
1 Construction	\$14.9	43%
2 Maintenance	\$7.8	22%
3 Project Completion / Closeout	\$6.9	20%
4 Scoping, Feasibility & Planning	\$2.2	6%
5 PS&E	\$1.5	4%
6 Operations	\$1.0	3%
7 Other	\$0.3	1%
8 Right-of-Way	\$0.1	-%
9 Environmental	\$-	-%
Total Expenditures	\$34.7	100%

Expenditures by Project Phase

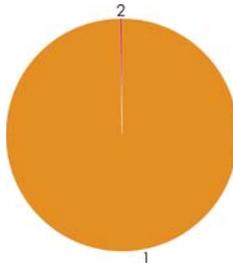


Mass Transit Expenditures by Phase*

1 Operations	\$21.0	92%
2 Project Completion/Closeout	\$1.8	8%
3 Maintenance	\$0.1	-%
4 Construction	\$-	-%
5 Scoping, Feasibility & Planning	\$-	-%
Total Expenditures	\$22.9	100%

Mass Transit Expenditures by Project Phase

Transit agencies spent the majority of Measure B funds on operations (\$21.0 million of the \$22.9 million total were mass transit expenditures). Other expenditures include ferry service expenses for the San Francisco Bay Area Water Emergency Transportation Authority (WETA), general administrative services, and transit facilities rehabilitation/repair.

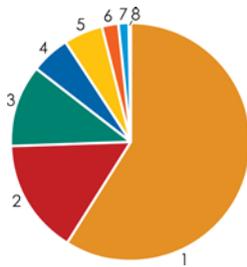


Paratransit Expenditures by Phase*

1 Operations	\$9.9	99%
2 Project Completion/Closeout	\$-	-%
Total Expenditures	\$9.9	100%

Paratransit Expenditures by Project Phase

Agencies spent 99 percent of the \$9.9 million in Measure B paratransit funds on operations. The other expenditures in the amount of \$3,000 included program outreach and general personnel costs to close-out projects.



Bicycle and Pedestrian Expenditures by Phase*

1 Construction	\$9.2	75%
2 Project Completion/Closeout	\$1.5	12%
3 PS&E	\$0.6	5%
4 Scoping, Feasibility & Planning	\$0.3	3%
5 Maintenance	\$0.3	3%
6 Other	\$0.1	1%
7 Operations	\$0.1	1%
Total Expenditures	\$12.2	100%

* Dollars in millions

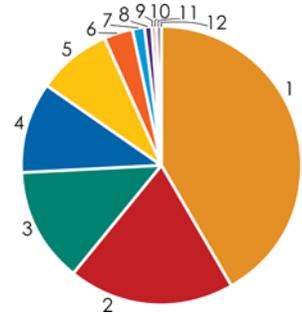
Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total expenditures of \$12.2 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as lanes and pathways for bicyclists and pedestrians, sidewalk and ramp installation and repair, and bicycle facilities. Many of the improvements from Measure B funding made intersections and walkways safer and more accessible for pedestrians and bicyclists.

Total Measure B Expenditures by Project Type

Local Streets and Roads Expenditures by Project Type

By project type, the agencies reported expenditures of approximately \$14.5 million on street resurfacing and maintenance. About \$6.6 million financed sidewalk and curb ramp improvements, and \$4.7 million funded other expenditures, including a wide variety of improvements such as scoping studies for traffic signals replacement and roadway maintenance, equipment and field supplies for street projects, guardrails, and training.

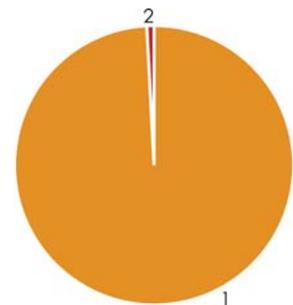


Local Streets & Roads Expenditures by Type
Dollars in millions

1 Street Resurfacing & Maintenance	\$14.5	42%
2 Sidewalks and Ramps	\$6.6	19%
3 Other	\$4.7	13%
4 Staffing	\$3.6	10%
5 Bikeways & Multiuse Paths	\$3.0	9%
6 Bridges and Tunnels	\$1.2	3%
7 Signals	\$0.4	1%
8 Operations	\$0.3	1%
9 Pedestrian Crossing Improvements	\$0.1	-%
10 Traffic Calming	\$0.1	-%
11 Signage	\$-	-%
12 Bike Parking	\$-	-%
Total Expenditures	\$34.7	100%

Mass Transit Expenditures by Project Type

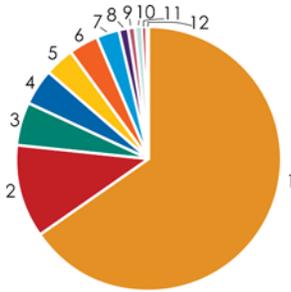
By project type, transit agencies reported spending 99 percent of Measure B funds on operations (\$22.7 million). The remaining 1 percent, approximately \$188,000 funded other expenditures that supported ferry services provided by the San Francisco Bay Area Water Emergency Transportation Authority and transit station rehabilitation/repairs, and equipment and new vehicle purchases.



Mass Transit Expenditures by Type
Dollars in millions

1 Operations	\$22.7	99%
2 Other	\$0.2	1%
Total Expenditures	\$22.9	100%

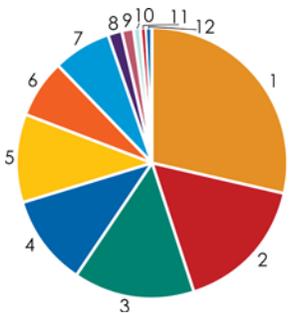
Expenditures by Project Type



Paratransit Expenditures by Type

Dollars in millions

1 ADA-mandated Services	\$6.5	65%
2 City-Based Door to Door	\$1.1	11%
3 Shuttle or Fixed Route Trips	\$0.5	5%
4 Management/ Overhead/Staffing	\$0.5	4%
5 Same Day/Taxi Program	\$0.3	4%
6 Customer Service/Outreach	\$0.3	4%
7 Other	\$0.2	3%
8 Group Trips	\$0.1	1%
9 Volunteer Drivers Program	\$0.1	1%
10 Meal Delivery	\$0.1	1%
11 Mobility Mgmt/Travel Training	\$0.1	1%
12 Scholarship/Subsidized Fare	\$-	-%
Total Expenditures	\$9.9	100%



Bicycle and Pedestrian Expenditures by Type

Dollars in millions

1 Safety Improvements	\$3.6	30%
2 Sidewalks and Ramps	\$3.4	28%
3 Bikeways (non-Class 1)	\$2.4	20%
4 Pedestrian Crossing Improvements	\$0.8	7%
5 Multiuse Paths (Class 1)	\$0.7	6%
6 Other	\$0.4	3%
7 Staffing	\$0.4	3%
8 Education and Promotion	\$0.1	1%
9 Signals	\$0.1	-%
10 Bike parking	\$0.1	-%
11 Traffic Calming	\$0.1	-%
12 Master Plan	\$0.1	-%
Total Expenditures	\$12.2	100%

Paratransit Expenditures by Project Type

By project type, agencies reported the majority of their paratransit Measure B expenditures as Americans with Disabilities Act (ADA)-mandated service, which includes approximately \$6.5 million in AC Transit and BART operations of ADA-mandated paratransit services provided by the East Bay Paratransit Consortium. Other paratransit expenditures by type include \$1.1 million for city-based door-to-door programs and \$500,000 for shuttle or fixed route service.

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

Bicycle and Pedestrian Expenditures by Project Type

By project type, agencies reported the majority of Measure B expenditures on safety improvements (\$3.6 million), sidewalks and ramps projects (\$3.4 million), and bikeways non-Class 1 (\$2.4 million). These projects continue to be among the annual reoccurring expenditures financed through Measure B.

Other top bicycle and pedestrian expenditures by type include approximately \$800,000 on pedestrian crossing improvements, \$700,000 on multiuse paths (Class 1), and \$400,000 on other projects including streetscape improvements, bicycle and pedestrian education programs, and signals.

Staffing Expenditures by Project Type

By project type, approximately 5 percent of the \$72.7 million in total Measure B expenditures was reported to cover salary and benefits for staff to support projects, programs, or services. The agencies reported expenditures of approximately \$3.9 million on staffing.

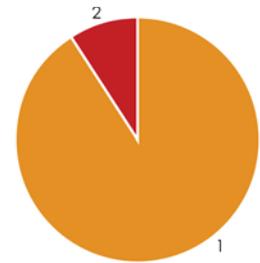
In FY 11-12, agencies reported an increase in staffing expenditures compared to prior years. The total staffing costs in FY 10-11 was reported as \$1.7 million across the Local Streets and Roads, and the Bicycle and Pedestrian Programs. The increase in staffing expenditures corresponds to the economic upswing and the increase of total expenditures on projects and programs across the recipients.

The majority of FY 11-12 staffing expenditures covered staffing for local streets and roads projects, such as:

- Engineering services
- Transportation planning
- Street resurfacing and maintenance, traffic services, electrical services, pavement rehabilitation, pothole repair, and preventative maintenance
- Information technology services
- Customer service

The remaining funds supported staffing for bicycle and pedestrian projects and activities, such as:

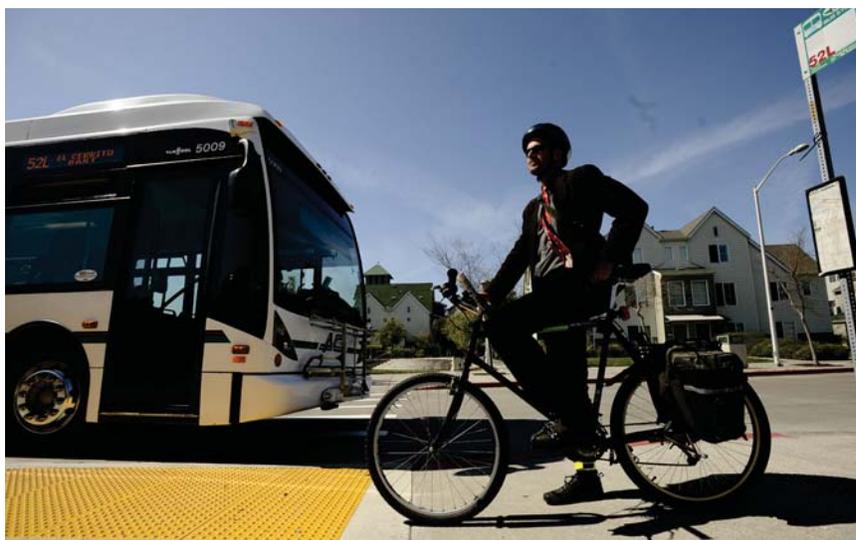
- Engineering services for bicycle parking
- Administrative services for bicycle and pedestrian programs
- Bicycle/pedestrian planning
- Transportation planning



Measure B Staffing Expenditures

Dollars in millions

1 Local Streets and Roads	\$3.6	91%
2 Bicycle and Pedestrian	\$0.4	9%
Total Expenditures	\$3.9	100%



Timely Use of Funds and Reserve Policy



In order to ensure agencies are expending Measure B funds expeditiously on local transportation improvements, the MPFA’s Timely Use of Funds Policy requires jurisdictions to report anticipated use of fund balances for each of their programs. Thus, as part of the FY 11-12 annual compliance reporting process, jurisdictions provided information on planned uses of Measure B funds and planned project deliverables.

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

Fund Reserve Categories

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

Monitoring Timely Use of Funds and Reserves

FY 11-12 is the first year of implementing the new MPFA's Timely Use of Funds Policy. Alameda CTC will utilize the reported information to track reported expenditures and to monitor compliance with the MPFA's Timely Use of Funds Policy. The purpose of capturing and tracking expenditures is to ensure jurisdictions are actively expending Measure B funds and effectively enhancing the local transportation system throughout Alameda County.

The charts on the following pages summarize the jurisdictions' Measure B pass-through fund balances and anticipated expenditures for FY 12-13 by program. The profiles for the local jurisdictions that appear later in the report provide additional detail on their Measure B fund balances and specific planned expenditures, per program.



Measure B Bicycle and Pedestrian Program Fund Balance



For the Measure B bicycle and pedestrian program, jurisdictions reported an ending FY 11-12 Measure B balance of approximately \$12.8 million. After including FY 12-13 estimated revenue, and accounting for anticipated FY 12-13 expenditures, the expected balance at the end of FY 12-13 is projected to be approximately \$9.0 million. This is approximately \$3.8 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the bicycle and pedestrian program.

FY 12-13 Ending Fund Balances

Jurisdiction	FY 11-12 Ending Balance	FY 12-13 Estimated Revenue ¹	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures ²	Total Anticipated Balance ³
Alameda County	\$1,667,329	\$388,392	\$2,055,721	\$1,180,007	\$875,714
City of Alameda	\$272,555	\$202,936	\$475,491	\$272,555	\$202,936
City of Albany	\$13,500	\$50,971	\$64,471	\$64,471	\$0
City of Berkeley	\$427,790	\$309,524	\$737,314	\$461,607	\$275,707
City of Dublin	\$367,961	\$126,569	\$494,530	\$492,812	\$1,718
City of Emeryville	\$113,253	\$27,714	\$140,967	\$13,800	\$127,167
City of Fremont	\$2,130,514	\$588,609	\$2,719,123	\$1,332,058	\$1,387,065
City of Hayward	\$317,037	\$396,420	\$713,457	\$553,000	\$160,457
City of Livermore	\$609,371	\$222,611	\$831,982	\$55,000	\$776,982
City of Newark	\$109,618	\$117,049	\$226,667	\$110,000	\$116,667
City of Oakland	\$3,297,988	\$1,074,243	\$4,372,231	\$1,093,000	\$3,279,231
City of Piedmont	\$129,852	\$29,327	\$159,179	\$0	\$159,179
City of Pleasanton	\$1,228,639	\$193,239	\$1,421,878	\$172,635	\$1,249,243
City of San Leandro	\$1,109,438	\$233,559	\$1,342,997	\$1,342,997	\$0
City of Union City	\$976,835	\$191,125	\$1,167,960	\$756,628	\$411,332
Total	\$12,771,680	\$4,152,288	\$16,923,968	\$7,900,570	\$9,023,398

Notes:

1. FY 12-13 Estimated Revenue is based on a 3 percent growth escalation of the jurisdiction's FY 11-12 revenue.
2. The FY 12-13 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 11-12 Compliance Report.
3. The Anticipated Balance is the estimated FY 13-14 beginning balance.

Measure B Local Streets and Road Program (Local Transportation) Fund Balance

For the Measure B local streets and roads program, jurisdictions reported an ending FY 11-12 Measure B balance of approximately \$25.6 million. After including FY 12-13 estimated revenue and accounting for anticipated FY 12-13 expenditures, the expected balance at the end of FY 12-13 is projected to be approximately \$15.9 million. This is about \$9.7 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the local streets and roads program.

FY 12-13 Ending Fund Balances

Jurisdiction	FY 11-12 Ending Balance	FY 12-13 Estimated Revenue ¹	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures ²	Total Anticipated Balance ³
Alameda County	\$2,279,991	\$2,437,405	\$4,717,396	\$3,314,631	\$1,402,765
City of Alameda	\$3,595,357	\$1,535,302	\$5,130,659	\$2,686,019	\$2,444,640
City of Albany	\$0	\$368,779	\$368,779	\$368,779	\$0
City of Berkeley	\$1,890,611	\$2,567,952	\$4,458,563	\$4,038,462	\$420,101
City of Dublin	\$843,851	\$355,891	\$1,199,742	\$1,199,742	\$0
City of Emeryville	\$299,292	\$229,355	\$528,647	\$528,647	\$0
City of Fremont	\$2,425,662	\$1,984,345	\$4,410,007	\$3,200,601	\$1,209,406
City of Hayward	\$812,042	\$1,938,174	\$2,750,216	\$2,217,000	\$533,216
City of Livermore	\$1,101,756	\$870,734	\$1,972,490	\$1,154,100	\$818,390
City of Newark	\$395,385	\$402,162	\$797,547	\$797,547	\$0
City of Oakland	\$7,359,967	\$9,153,477	\$16,513,444	\$11,407,000	\$5,106,444
City of Piedmont	\$288,307	\$370,793	\$659,100	\$207,340	\$451,760
City of Pleasanton	\$1,129,416	\$688,018	\$1,817,434	\$1,382,434	\$435,000
City of San Leandro	\$1,887,609	\$1,203,624	\$3,091,233	\$930,459	\$2,160,774
City of Union City	\$1,295,284	\$630,536	\$1,925,820	\$1,044,339	\$881,481
Total	\$25,604,530	\$24,736,547	\$50,341,077	\$34,477,100	\$15,863,977

Notes:

1. FY 12-13 Estimated Revenue is based on 3 percent growth escalation of the jurisdiction's FY 11-12 revenue.
2. The FY 12-13 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 11-12 Compliance Report.
3. The Anticipated Balance is the estimated FY 13-14 beginning balance.

Measure B Mass Transit Program Fund Balance



For the Measure B mass transit program, jurisdictions reported a total ending FY 11-12 Measure B balance of approximately \$5.2 million. After including FY 12-13 estimated revenue and accounting for anticipated FY 12-13 expenditures, the expected balance at the end of FY 12-13 is projected to be approximately \$5.0 million. This is about \$0.2 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the mass transit program.

It is important to note that jurisdictions are regularly using mass transit funds on operations, and that the anticipated revenue balance of \$5.0 million is indicative of ACE's annual expenditures consistent with the agreement in place that addresses the Alameda share of the cost of operating the service, and WETA's planned expenditures of Measure B funds on major ferry vessel upgrades in subsequent fiscal years. ACE and WETA's fund balances and their planned expenses are outlined in more detail in the respective agency's profiles that appear later in this report.

FY 12-13 Ending Fund Balances

Jurisdiction	FY 11-12 Ending Balance	FY 12-13 Estimated Revenue ¹	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures ²	Total Anticipated Balance ³
AC Transit	\$0	\$19,144,804	\$19,144,804	\$19,144,804	\$0
ACE	\$2,649,530	\$2,347,425	\$4,996,955	\$2,615,480	\$2,381,475
LAVTA	\$0	\$764,020	\$764,020	\$764,020	\$0
WETA	\$2,502,463	\$863,675	\$3,366,138	\$782,481	\$2,583,657
Union City Transit	\$0	\$376,474	\$376,474	\$376,474	\$0
Total	\$5,151,993	\$23,496,398	\$28,648,391	\$23,683,259	\$4,965,132

Notes:

1. FY 12-13 Estimated Revenue is based on a 3 percent growth escalation of the jurisdiction's FY 11-12 revenue.
2. The FY 12-13 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 11-12 Compliance Report.
3. The Anticipated Balance is the estimated FY 13-14 beginning balance.

Measure B Paratransit Program Fund Balance

For the Measure B paratransit program, jurisdictions reported a total ending FY 11-12 Measure B balance of approximately \$1.4 million. After including FY 12-13 estimated revenue and accounting for anticipated FY 12-13 expenditures, the expected balance at the end of FY 12-13 is projected to be approximately \$163,000. This is about \$1.2 million less than the prior fiscal year and illustrates a significant decline in Measure B balances across the jurisdictions for the paratransit program.



FY 12-13 Ending Fund Balances

Jurisdiction	FY 11-12 Ending Balance	FY 12-13 Estimated Revenue ¹	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures ²	Total Anticipated Balance ³
AC Transit	\$0	\$4,584,122	\$4,584,122	\$4,584,122	\$0
BART	\$0	\$1,649,842	\$1,649,842	\$1,649,842	\$0
LAVTA	\$0	\$143,481	\$143,481	\$143,481	\$0
City of Alameda	\$87,321	\$162,481	\$249,802	\$244,271	\$5,531
City of Albany	\$11,354	\$28,490	\$39,844	\$39,844	\$0
City of Berkeley	\$58,938	\$188,924	\$247,862	\$247,862	\$0
City of Emeryville	\$6,475	\$25,002	\$31,477	\$31,477	\$0
City of Fremont	\$244,801	\$727,436	\$972,237	\$900,237	\$72,000
City of Hayward	\$782,004	\$703,419	\$1,485,423	\$1,415,423	\$70,000
City of Newark	\$53,232	\$158,075	\$211,307	\$195,500	\$15,807
City of Oakland	\$60,311	\$968,125	\$1,028,436	\$1,028,436	\$0
City of Pleasanton	\$0	\$89,048	\$89,048	\$89,048	\$0
City of San Leandro	\$62,293	\$270,984	\$333,277	\$333,277	\$0
City of Union City	\$0	\$288,202	\$288,202	\$288,202	\$0
Total	\$1,366,729	\$9,987,631	\$11,354,360	\$11,191,022	\$163,338

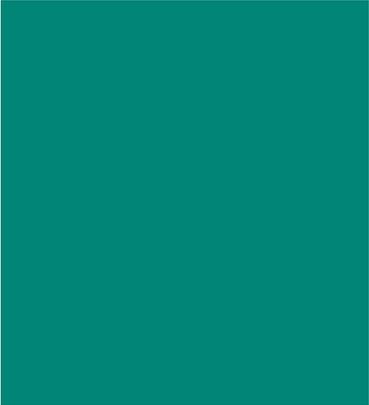
Notes:

1. FY 12-13 Estimated Revenue is based on a 3 percent growth escalation of the jurisdiction's FY 11-12 revenue.
2. The FY 12-13 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 11-12 Compliance Report.
3. The Anticipated Balance is the estimated FY 13-14 beginning balance.

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BPAC Meeting 06/06/13
Attachment 08C1



Vehicle Registration Fee Pass-through Program Compliance Report



Fiscal Year 2011-2012
May 2013

Alameda County Transportation Commission
1333 Broadway, Suite 220 & 300
Oakland, CA 94612
www.AlamedaCTC.org



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Introduction

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

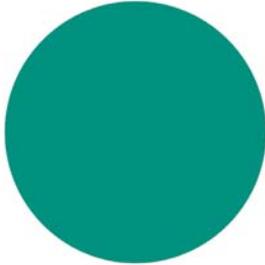
A portion of the funds collected (60%) through the VRF Program finance local road improvements and repairs in Alameda County. The goal of this program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF's Local Road and Repair Program is part of an overall strategy to finance transportation capital improvements intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).



The Alameda County Transportation Commission (Alameda CTC) maintains Master Programs Funding Agreements (MPFA) with each of the fifteen jurisdictions eligible to receive VRF funds known as “pass-through funds”. Alameda CTC first distributed funds to the eligible jurisdictions in Spring 2012. Through the MPFA, Alameda CTC outlines specific requirements tied to eligible usage of VRF funds, and reporting requirements. As part of the annual financial audit and compliance reporting process, recipients must submit the following program deliverables to Alameda CTC:

- **Road miles:** The number of maintained road miles within the city's jurisdiction, consistent with the miles the jurisdictions reported to state and federal agencies.
- **Population:** The number of people the jurisdiction's transportation program serves in the fiscal year.
- **Newsletter:** Documentation of a published article that highlights the program in either Alameda CTC's or the agency's newsletter.
- **Website:** Documentation of updated and accurate program information on a local agency website with a link to Alameda CTC's website.
- **Signage:** Documentation of public identification of program improvements as a benefit of using the VRF program.
- **Pavement Condition Index:** Documentation of the agency's Pavement Condition Index (PCI) to provide a frame of reference for the conditions of their local streets and roads.
- **Complete Streets Policy:** Confirmation that local jurisdictions have developed or will be adopting a Complete Streets Policy by June 30, 2013.
- **Timely Use of Funds Policy:** Document an implementation plan using ending fund balances. Per the MPFA, local jurisdictions must expend VRF pass-through funds in an expeditious manner, and no unexpended funds beyond those included in specified reserve categories, as noted in the Reserve Fund Policy, may be permitted. If VRF recipients do not meet the timely use of funds requirements, unspent pass-through funds may be subject to rescission.
- **Reserve Fund Policy:** Local jurisdictions must establish and identify reserve funds for unspent funds.
 - *CAPITAL FUND RESERVE:* This reserve is for larger Capital Projects. Funds identified must be expended by the end of the third fiscal year following the fiscal year when the reserve was established.
 - *OPERATIONS FUND RESERVE:* This reserve is for operational activities and may not exceed more than 50 percent of anticipated annual VRF pass-through revenues.
 - *UNDESIGNATED FUND RESERVE:* This reserve is for general transportation needs (within the category) and may not contain more than 10 percent of annual VRF pass-through revenues.

Fiscal Year 2011-2012



Alameda CTC VRF Program Distribution

Dollars in millions

1 Local Streets and Roads	\$7.0	100%
Total Distributions	\$7.0	100%

The Alameda CTC disburses VRF pass-through funds on a monthly basis to the eligible jurisdictions for their local road improvement and repair programs. This report summarizes the total Alameda CTC VRF pass-through fund allocations and agency expenditures for fiscal year 2011-12 (FY 11-12).

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

VRF Pass-through Fund Distributions

Starting in June 2011, the first VRF pass-through funding distributions were sent to the local jurisdictions. This initial distribution of funding included two months of FY 10-11 (approximately \$0.5 million) and a substantial portion of FY 11-12.

In FY 11-12 Alameda CTC provided a total of approximately \$7.0 million in VRF pass-through funding for the local streets and roads program.

Between the last two months of FY 10-11 and the full FY 11-12, the jurisdictions reported a receipt of \$7.5 million in VRF Revenue. It is important to note some jurisdictions have accounted the last two months of funding distributions from the FY 10-11 in their FY 11-12 VRF pass-through revenues due to the timing of the receipt of the funds. The jurisdictions reported the receipt of \$0.3 million in FY 10-11 VRF pass-through funds revenues and \$7.2 million in FY 11-12. Collectively, the jurisdictions reported \$7.5 million of VRF receipts accurately reflects the amount Alameda CTC dispersed from the start of the VRF program.

Reported VRF Expenditures

FY 11-12 is the first full fiscal year of VRF distributions to local jurisdictions. Based on the execution of the MPFA, this agreement specifies the requirements of the use of VRF funds. The initial disbursement of VRF funds did not occur until June 2011. Based on this timeline, expenditures of the funds are minimal in FY 11-12. Jurisdictions have reported planned uses of VRF revenues for future projects to be financed with VRF dollars. These future expenditures are outlined in each jurisdiction's compliance report as required by the MPFA's Timely Use of Funds and Reserve policies.

In FY 11-12 there were approximately \$0.1 million in reported expenditures for local transportation improvements. The unspent balance at the end of FY 11-12 was reported as \$7.4 million.

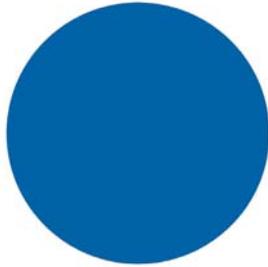
See the chart below for more information on VRF pass-through fund reserves, new revenue, and expenditures in FY 11-12. The profiles for the local agencies and jurisdictions that appear later in the report provides more detail on their VRF reserves and expenditures.



FY 11-12 VRF Expenditures and Fund Balances

Agency/ Jurisdiction	10-11 VRF Balance	11-12 VRF Revenue	11-12 VRF Interest	11-12 VRF Expended	Ending VRF Balance
Alameda County	\$51,586	\$681,994	\$0	\$50,000	\$683,580
City of Alameda	\$0	\$330,830	\$473	\$0	\$331,303
City of Albany	\$5,251	\$69,423	\$0	\$0	\$74,674
City of Berkeley	\$33,355	\$440,979	\$0	\$0	\$474,334
City of Dublin	\$17,597	\$232,634	\$496	\$0	\$250,727
City of Emeryville	\$0	\$44,867	\$0	\$0	\$44,867
City of Fremont	\$0	\$1,066,714	\$840	\$0	\$1,067,554
City of Hayward	\$55,043	\$727,710	\$0	\$51,293	\$731,460
City of Livermore	\$0	\$437,264	\$0	\$0	\$437,264
City of Newark	\$0	\$217,032	\$152	\$0	\$217,184
City of Oakland	\$132,862	\$1,756,532	\$1,959	\$0	\$1,891,353
City of Piedmont	\$3,474	\$45,934	\$0	\$0	\$49,408
City of Pleasanton	\$25,486	\$336,941	\$507	\$0	\$362,934
City of San Leandro	\$0	\$425,278	\$0	\$0	\$425,278
City of Union City	\$0	\$367,037	\$0	\$0	\$367,037
Total	\$324,654	\$7,181,169	\$4,427	\$101,293	\$7,408,956

FY 11-12 VRF Pass-through Fund Expenditures

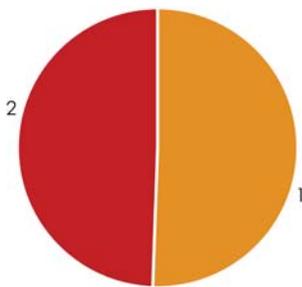


Total VRF Funds Expended

1 Local Streets and Roads	\$101,293	100%
Total Expenditures	\$101,293	100%

Per the Local Streets and Roads Implementation Guidelines in the MPFA, VRF Local Streets and Roads funds are eligible for transportation capital improvements for surface streets and arterial roads as well as maintenance and upkeep of local streets. VRF funding may be used for improving, maintaining, and rehabilitating local roadways and traffic signals. Projects and activities designed to incorporate a Complete Streets practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transits, are also eligible VRF expenses.

In FY 11-12, the jurisdictions reported \$101,293 in VRF expenditures that supported local roadway and complete streets improvements. Of those total expenditures, \$51,293 directly funded street and roads projects and the remaining \$50,000 funded bicycle and pedestrian improvements related to streets and roads.



Total VRF Expenditures by Phase and Type

By Phase		
1 Scoping, Feasibility and Planning	\$51,293	51%
2 Construction	\$50,000	49%
By Type		
1 Street Resurfacing and Maintenance	\$51,293	51%
2 Sidewalk/Pedestrian Path	\$50,000	49%
Total Expenditures	\$101,293	100%

Total VRF Expenditures by Project Phase

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

In FY 11-12, \$51,293 financed the initial planning/project scoping phase while the remaining \$50,000 funded the construction phase. These expenditures help improve Alameda County's transportation infrastructure by improving, maintaining, and rehabilitating local roads.

Total VRF Expenditures by Project Type

VRF pass-through funds are eligible exclusively for local street and road improvements that have a relationship to improving local roads that meet the Complete Streets practice to make transportation safe and accessible to all modes, including bicycle/pedestrian and transit. In FY 11-12, jurisdictions reported expending \$51,293 on street resurfacing and maintenance projects and \$50,000 on sidewalk path improvements.

Timely Use of Funds and Reserves Policy

In order to ensure agencies are expending VRF funds expeditiously on local road improvements, the MPFA's Timely Use of Funds Policy requires jurisdictions to report anticipated use of fund balances for their VRF local road improvement and repair program. Thus, as part of the FY 11-12 annual compliance reporting process, jurisdictions provided detailed information regarding planned uses of VRF funds and preliminary information regarding anticipated project deliverables.

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

Fund Reserve Categories

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

Monitoring Timely Use of Funds and Reserves

FY 11-12 is the first year of implementing the MPFA's Timely Use of Funds Policy. Alameda CTC will utilize the reported information to track reported expenditures and to ensure compliance with the MPFA's Timely Use of Funds Policy. The purpose of capturing and tracking expenditures is to ensure jurisdictions are actively expending VRF funds and effectively enhancing the local transportation system throughout Alameda County.

The following chart on the next page summarizes the jurisdictions' VRF pass-through fund balances and anticipated expenditures for FY 12-13. The profiles for the local jurisdictions that appear later in the report provide additional detail on their VRF fund balances and specific planned expenditures.



VRF Local Road Improvement and Repair Program Fund Balance

For the VRF Local Road Improvement and Repair Program, as a group, jurisdictions reported an ending FY 11-12 VRF balance of approximately \$7.4 million. After including FY 12-13 estimated revenue and accounting for anticipated FY 12-13 expenditures, the expected balance at the end of FY 12-13 is projected to be approximately \$10.4 million. While this represents a \$3.0 million increase in fund balances from the prior fiscal year, it should be noted that jurisdictions did not receive the initial distribution of VRF until June 2011, and that the report for the next fiscal year (12-13) will be the first year that the local jurisdictions will have the funds identified and available through their budget process. Jurisdictions are also reporting planned expenditures to implement larger scale projects in the near future to benefit their local transportation system more effectively.

FY 12-13 Ending Fund Balances

Jurisdiction	FY 11-12 Ending Balance	FY 12-13 Estimated Revenue ¹	FY 12-13 Available Revenue	FY 12-13 Planned Expenditures ²	Reserve Balance ³
Alameda County	\$683,580	\$695,634	\$1,379,214	\$199,486	\$1,179,728
City of Alameda	\$331,303	\$337,447	\$668,750	\$0	\$668,750
City of Albany	\$74,674	\$70,811	\$145,485	\$145,485	\$0
City of Berkeley	\$474,334	\$449,798	\$924,132	\$102,500	\$821,632
City of Dublin	\$250,727	\$237,287	\$488,014	\$488,014	\$0
City of Emeryville	\$44,867	\$45,765	\$90,632	\$90,632	\$0
City of Fremont	\$1,067,554	\$1,088,048	\$2,155,602	\$544,024	\$1,611,578
City of Hayward	\$731,460	\$742,264	\$1,473,724	\$1,049,000	\$424,724
City of Livermore	\$437,264	\$446,009	\$883,273	\$345,400	\$537,873
City of Newark	\$217,184	\$221,373	\$438,557	\$40,000	\$398,557
City of Oakland	\$1,891,353	\$1,791,663	\$3,683,016	\$1,000,000	\$2,683,016
City of Piedmont	\$49,408	\$46,852	\$96,260	\$0	\$96,260
City of Pleasanton	\$362,934	\$343,680	\$706,614	\$706,614	\$0
City of San Leandro	\$425,278	\$433,784	\$859,062	\$0	\$859,062
City of Union City	\$367,037	\$374,378	\$741,415	\$258,707	\$482,708
Total	\$7,408,957	\$7,324,793	\$14,733,750	\$4,969,862	\$9,763,888

Notes:

1. FY 12-13 Estimated Revenue is based on a 2 percent growth escalation of the jurisdiction's FY 11-12 revenue.
2. The FY 12-13 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 11-12 Compliance Report.
3. The Anticipated Balance is the estimated FY 13-14 beginning balance.

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2012/2013**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since Jul '12*
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 Supervisor Nate Miley, District 4	Oct-09	Jan-12	Jan-14	1
3	Mr.	Ansell	Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
4	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	1
5	Mr.	Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	2
6	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	1
7	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
8	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	2
9	Mr.	Maddox	Heath	Berkeley	Transit Agency (Alameda CTC)	Sep-12		Sep-14	0
10	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	2
11		Vacancy			Alameda County Mayors' Conference, D-2				

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

**Draft Meeting Schedule for
2012-2013 Fiscal Year**

Created: May 30, 2012

Updated: May 21, 2013

	Meeting Date	Meeting Purpose
1	July 12, 2012	<ul style="list-style-type: none"> • Review Draft Countywide Pedestrian and Bicycle Plans (Info) • Review Draft Bike/Ped Counts Report and 2012 Counts List (Info) • Draft Performance Report (Info) • Update on Complete Streets & June Workshop (Info)
2	September 6, 2012 (Note – this is the 1 st Thursday of the month)	<ul style="list-style-type: none"> • Input on OBAG Funding Program & Complete Street Policy requirement (Info) • Summary of All Local Pass-Thru Expenditures (Board report) (Info) • Update on Subcommittee on BPAC Renaming • CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • CDF Grants: Sponsor presentations (Berkeley Aquatic Park, Travel Choice, and Albany AT Plan)
3	October 4, 2012 (Note – this is the 1 st Thursday of the month)	<ul style="list-style-type: none"> • Recommendation on Final Draft Countywide Pedestrian and Bicycle Plans (Action) • Input on OBAG Funding Program (Info) • Input on Alameda CTC Complete Street Policy requirement (Info) • Update on Subcommittee on BPAC Renaming
4	November 15, 2012 (Note – this is the 3 rd Thursday of the month)	<ul style="list-style-type: none"> • Input on OBAG Funding Program (Info) • Approval of Revised BPAC Bylaws (Action) • CDF Grants: Amendment requests and sponsor presentations, as needed (Irvington) • Update on the Transportation Expenditure Plan ballot measure (Info) • Grant Summary Report to Commission (Info)
5	February 7, 2013	<ul style="list-style-type: none"> • Update on OBAG Funding Program and PDA Planning (Info) • Status report on Alameda County SR2S program (Info) • Early input on Bike Safety Education RFP (Info) • Update on Complete Streets policy adoption (Info) • Update on Bike to Work Day 2013 planning and funding (Info)
6	April 11, 2013	<ul style="list-style-type: none"> • OBAG/Measure B/VRF Coordinated Call for Projects: Review summary list of all submitted projects. (Info) • Develop questions on Complete Streets Checklists for OBAG Projects (Info) • Review Bike Safety Education Scope of Work (Action) • Update on Complete Streets policy adoption (Info) • Review TDA Article 3 Projects (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

7	May 7, 2013	<ul style="list-style-type: none"> • OBAG/Measure B/VRF Coordinated Call for Projects: Review Draft List of Projects (Info) • Input on TDA Article III Revised Program Guidelines (Cheryl Chi, MTC to attend) • CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed
8	June 6, 2013	<ul style="list-style-type: none"> • OBAG/Measure B/VRF Coordinated Call for Projects: Review Final List of Projects (Action) • Debrief of Coordinated Call for Projects process (Info – Sean Co invited) • Report on Bike to Work Day (Info) • Grant Summary Report from May Commission Meeting (Info) • Summary of All Local Pass-Thru Expenditures (Board report) (Info) • Organizational Meeting: <ul style="list-style-type: none"> ○ Distribute BPAC Action Log: FY 12/13 (Info) ○ Presentation on Alameda CTC's Bike/Ped Work Program for 13/14 (Info) ○ Schedule for 13/14 BPAC Meetings (Info) ○ Election of Chair & Vice-Chair for FY 13/14 (Action) ○ Review Bylaws (Action)

Future Meetings:

- Draft and Final Performance Report (Info)
- BART Bicycle Advisory Task Force Appointment(s) (Action)
- Input on Draft 2013 Countywide Bicycle and Pedestrian Counts Report (Info)

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type (sponsor-driven)	Meeting Time
Saturday, May 04, 2013	Cinco de Mayo con Orgullo Celebration	Alameda County	Ashland Community Center	S_PWD - Senior Center and People with Disabilities	10 - 1 pm
Saturday, May 04, 2013	22nd Annual Livermore Wine Country Festival	Livermore Chamber of Commerce	Livermore (Between First Street, Livermore Avenue and O Street)	G - General	10am - 6pm
Saturday, May 04, 2013	BikeMobile	Jefferson Elementary School	250 Dutton Avenue Berkeley, CA	ED - Education	unknown
Monday, May 06, 2013	Berkeley Chamber of Commerce - Government Affairs	Berkeley Chamber of Commerce	1834 University Avenue, 2nd Floor, Berkeley	E_G - Elected Officials_Government Agencies	12 - 1:30pm
Tuesday, May 07, 2013	BikeMobile	Foothill High School	4375 Foothill Road Pleasanton, CA 94588	ED - Education	unknown
Wednesday, May 08, 2013	Legislative Roundtable	Alameda County Transportation Commission	1333 Broadway, Suite 300, Oakland	E_G - Elected Officials_Government Agencies	3 - 4:30pm
Wednesday, May 08, 2013	BikeMobile	Tyrell Elementary School	27000 Tyrell Avenue Hayward, CA 94544	ED - Education	unknown
Thursday, May 09, 2013	Bike to School Days and Bike to Work Day	East Bay Bicycle Coalition	Frank Ogawa Plaza (and the Dublin /Pleasanton BART Station)	BP - Bike/Ped	6 - 10 am
Thursday, May 09, 2013	BikeMobile	Junction Middle School	298 Junction Avenue Livermore, CA 94551	ED - Education	
Friday, May 10, 2013	BikeMobile	Mattos Elementary School	37944 Farwell Drive Fremont, CA 94536	ED - Education	
Saturday, May 11, 2013	Spring Festival	Park Street Business Association	Park Street btw encinal and Lincoln Avenues Alameda, CA	G - General	10am - 6pm
Monday, May 13, 2013	Government Affairs Committee Meeting	San Leandro Chamber of Commerce		B - Business	12 - 1pm

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type (sponsor-driven)	Meeting Time
Wednesday, May 15, 2013	APBP Webinar: Bike Signals	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Wednesday, May 15, 2013	BikeMobile	Lydiksen Elementary School	7700 Highland Oaks Drive Pleasanton, CA 94566	ED - Education	3 - 6pm
Thursday, May 16, 2013	Oakland and East Bay Business and Procurement Fair	Oakland Chamber of Commerce	Oakland Marriott City Center (East Hall) 1001 Broadway Oakland, CA	B - Business	2 - 5pm
Friday, May 17, 2013	BikeMobile	Malcolm X Elementary School	1731 Prince St, Berkeley, CA 94703	ED - Education	5 - 8pm
Saturday, May 18, 2013	BikeMobile	Cornell School	920 Cornell Avenue Albany, CA	ED - Education	10am - 1pm
Saturday, May 18, 2013	BikeMobile	Thousand Oaks Elementary School	840 Colusa Avenue, Berkeley, CA 94704	ED - Education	
Saturday, May 18, 2013	Amgen Tour of California	City of Livermore	Downtown Livermore, 22 S. L Street, Livermore, CA 94550	BP - Bike/Ped	10am - 8pm
Sunday, May 19, 2013	Asian American Heritage Festival/Older American Month Celebration	City of Hayward	Hayward City Hall, 777 B Street, Hayward, CA 94541	S_PWD - Senior Center and People with Disabilities	10am - 5pm
Tuesday, May 21, 2013	BikeMobile	Murray Elementary School	8435 Davona Drive Dublin, CA	ED - Education	2 - 5pm
Thursday, May 23, 2013	Annual Joint Chamber 2013 Business Expo	Berkeley, Emeryville and Albany Chambers of Commerce	Doubletree by Hilton 200 Marina Blvd Berkeley, CA	B - Business	4:30 - 7:30pm
Friday, May 24, 2013	Inside Oakland	Oakland Chamber of Commerce	Oakland Chamber Board Room 475 14th St. Oakland, 94612	B - Business	8:30 - 10am
Saturday, May 25, 2013	BikeMobile	Garfield Elementary School	1640 22nd Avenue	ED - Education	
Saturday, May 25, 2013	San Lorenzo Farmers' Market	Pacific Coast Farmers' Market Association	Hesperian and Paseo Grande	B - Business	9am - 1pm

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type (sponsor-driven)	Meeting Time
Wednesday, May 29, 2013	BikeMobile	Corvallis Elementary School	14790 Corvallis Street San Leandro, CA 94579	ED - Education	3:30 - 7:30PM
Thursday, May 30, 2013	Northern Region 1st Annual Business Expo	Hispanic Chamber of Commerce, Alameda County	Claremont Hotel 41 Tunnel Road Berkeley, CA	B - Business	2 - 5pm
Friday, May 31, 2013	BikeMobile	Wilson Elementary School	1300 Williams Street, San Leandro, CA 94577	ED - Education	
Saturday, June 01, 2013	BikeMobile	Washington Elementary School	2300 Martin Luther King Junior Way Berkeley, CA 94704	ED - Education	
Wednesday, June 05, 2013	Economic Development Meeting	Livermore Chamber of Commerce	2157 1st Street Livermore, CA	B - Business	7:30 - 9am
Wednesday, June 05, 2013	City Center Summer Sounds Concert	City Center	Oakland, City Center	B - Business	12 - 1pm
Thursday, June 06, 2013	BikeMobile	Hoover Elementary School	Oakland, CA	ED - Education	
Friday, June 07, 2013	Four Seasons of Health Expo	Four Seasons of Health Implementation Team and City of Fremont	Fremont Multi-Service Senior Center in Central Park, 40086 Paseo Padre Parkway	S_PWD - Senior Center and People with Disabilities	9:30am - 1:30pm
Monday, June 10, 2013	Government Affairs Committee Meeting	San Leandro Chamber of Commerce	15555 E. 14th Street, Suite 100 San Leandro, CA 94578	B - Business	12 - 1pm
Wednesday, June 12, 2013	BikeMobile	James Madison Elementary School	14751 Juniper Street Fremont, CA	ED - Education	10am - 1pm
Thursday, June 13, 2013	I-580 WB HOV Lane and Corridor Improvements Groundbreaking Ceremony	Alameda CTC and Caltrans	Freisman Ropad cul-de- sac in front of 1660 Freisman Road, Livermore, CA (between El Charro Rd & Airway Blvd.)	E_G - Elected Officials_Governme nt Agencies	10am - 12pm
Thursday, June 13, 2013	UC Berkeley Staff Appreciation Day - Summerfest '13	UC Berkeley	TBD	ED - Education	12:30 - 2:30pm

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type (sponsor-driven)	Meeting Time
Tuesday, June 18, 2013	Measure B Update Presentation at the Castro Valley Rotary	Castro Valley Rotary	BJK Willow Park Golf Course Restaurant, 17000 Redwood Rd Castro Valley CA	B - Business	12 - 1:30pm
Wednesday, June 19, 2013	APBP Webinar: What's in There for Me: Mining National Data for Information on Walking and Bicycling	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Thursday, June 20, 2013	Senior Days at the Alameda County Fair	Alameda County	Alameda County Fairgrounds, 4501 Pleasanton Ave., Pleasanton, CA 94566	S_PWD - Senior Center and People with Disabilities	12 - 5pm
Thursday, June 20, 2013	Downtown Hayward Street Parties	Hayward Chamber of Commerce	A & B Street	G - General	5:30 - 8:30pm
Wednesday, June 26, 2013	Government Affairs Committee Meeting	Fremont Chamber of Commerce	39488 Stevenson Place, Suite 100, Fremont, CA, 94539	B - Business	7:45 - 8:45am
Wednesday, June 26, 2013	Transportation Fair	Safeway, Inc. and City of Pleasanton	Safeway Corporate Offices 5928 Stoneridge Mall Road Pleasanton, CA	G - General	11am - 1pm
Thursday, June 27, 2013	Senior Days at the Alameda County Fair	Alameda County	Alameda County Fairgrounds, 4501 Pleasanton Ave., Pleasanton, CA 94566	S_PWD - Senior Center and People with Disabilities	12 - 5pm
Friday, June 28, 2013	Inside Oakland	Oakland Chamber of Commerce	Oakland Chamber Board Room 475 14th St. Oakland, 94612	B - Business	8:30 - 10am
Saturday, June 29, 2013	Afghan Community Health Fair	The Afghan Coalition	Fremont Senior Center 40086 Paseo Padre Parkway, Fremont, CA	S_PWD - Senior Center and People with Disabilities	10 - 2 pm
Monday, July 01, 2013	Annual Mobility Workshop	Alameda CTC	Ed Roberts Campus, Berkeley, CA	S_PWD - Senior Center and People with Disabilities	8-4p
Wednesday, July 03, 2013	City Center Summer Sounds Concert	City Center	Oakland, City Center	B - Business	12 - 1pm

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type (sponsor-driven)	Meeting Time
Wednesday, July 17, 2013	APBP Webinar: From Paint to Preform: Getting the Most from Pavement Markings	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Thursday, July 18, 2013	Healthy Living Festival	USOAC	Oakland Zoo: 9777 Golf Links Road	S_PWD - Senior Center and People with Disabilities	8am - 2pm
Saturday, July 20, 2013	Pedalfest	Jack London Square, East Bay Bicycle Coalition, Walk Oakland Bike Oakland	Jack London Square	BP - Bike/Ped	11am - 8pm
Friday, July 26, 2013	Inside Oakland	Oakland Chamber of Commerce	Oakland Chamber Board Room 475 14th St. Oakland, 94612	B - Business	8:30 - 10am
Saturday, August 03, 2013	Fremont Festival of the Arts - Business Alley	Fremont Chamber of Commerce	State Street btw Capitol Ave & Beacon Street <i>(subject to change)</i>	G - General	10 am - 6pm
Wednesday, August 07, 2013	Healthy Aging Fair	Alameda County Area Agency on Aging	Chabot College Cafeteria (25555 Hesperian Blvd)	S_PWD - Senior Center and People with Disabilities	10am - 2:30pm
Wednesday, August 07, 2013	City Center Summer Sounds Concert	City Center	Oakland, City Center	G - General	12 - 1pm
Saturday, August 10, 2013	Black Expo	Bay Area Black Expo	Mills College	G - General	all day
Saturday, August 17, 2013	21st Festival of India Festival of Lights - Diwali Mela 2013		39439 Paseo Padre Parkway Fremont, CA 94536 (at Paseo Padre and Walnut Ave.)	G - General	11am - 11pm
Wednesday, August 21, 2013	APBP Webinar: Getting Better Data for Better Decisions: Improving Performance Measures and Outcomes	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Thursday, August 29, 2013	BOC (Breakfast of Champions) Presentation	BOC - Oakland	Francesco's Restaurant, 8520 Pardee Drive, Oakland, CA 94621	B - Business	7:30 - 9:30am
Wednesday, September 04, 2013	City Center Fall Concert Series	City Center	Oakland, City Center	B - Business	12 - 1pm
Sunday, September 08, 2013	Solano Avenue Stroll	Solano Avenue Association	Solano Avenue in Berkeley	G - General	10am - 6pm

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type (sponsor-driven)	Meeting Time
Saturday, September 14, 2013	Taste of Union City: Food, Blues and Music Festival	City of Union City	Kennedy Park Union City, CA	G - General	8am -
Wednesday, September 18, 2013	APBP Webinar: Integrating Spatial Data to Develop Community Priorities	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Tuesday, September 24, 2013	Kaiser Permanente Oakland Medical Center Employee Transportation Fair	Kaiser Permanente	Kaiser Permanente 280 W. MacArthur Blvd, Conference Room 1200B Oakland, CA	H - Health Organizations	12 - 3pm
Sunday, September 29, 2013	Muscular Dystrophy Association Presentation	Muscular Dystrophy Association	Kaiser Permanente Oakland, 3801 Howe Street, Fabiola Building, Oakland, CA 94611	S_PWD - Senior Center and People with Disabilities	1 - 3pm
Wednesday, October 02, 2013	City Center Fall Concert Series	City Center	Oakland, City Center	B - Business	12 - 1pm
Thursday, October 03, 2013	BOC Construction & Professional Services DBE Training	Bay Area Business Outreach Committee	San Jose (at VTA)	B - Business	8am - 1pm
Saturday, October 05, 2013	Oaktoberfest - BikeMobile	Dimond District Association	Dimond District	G - General	11am - 6pm
Wednesday, October 16, 2013	APBP Webinar: Using Photo-enforcement to Improve Pedestrian Safety	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Saturday, October 26, 2013	Dia de los Muertos/BikeMobile	Unity Council	Fruitvale Village and BART parking Lots 12th St. btw 33rd and 37th Streets, Oakland, CA	G - General	10:00 am to 5:00 pm
Friday, November 01, 2013	Annual Luncheon	Oakland African American Chamber of Commerce	TBD	B - Business	12 - 1:30pm
Wednesday, November 06, 2013	City Center Fall Concert Series	City Center	Oakland, City Center	B - Business	12 - 1pm
Wednesday, November 20, 2013	APBP Webinar: Is There Safety in Numbers for Cyclists and Pedestrians?	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Wednesday, December 18, 2013	APBP Webinar: Integrating Equity into Bicycle and Pedestrian Planning	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm