



Citizens Watchdog Committee Meeting Agenda

Monday, June 13, 2011, 6:30 to 8:30 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612

Meeting Outcomes:

- Elect officers for fiscal year 2011-2012 and approve the CWC Bylaws
- Review the draft CWC Annual Report and discuss publication methods and costs
- Receive an update on the EOY Compliance Report subcommittee
- Review the final Strategic Plan
- Receive an update on ACTIA's third quarter budget and statement of revenues and Expenditures
- Receive an update on the consolidated Alameda CTC budget for fiscal year 2011-2012
- Receive CWC member reports and an update on Commission actions

6:30 – 6:35 p.m.	1. Welcome and Introductions	
6:35 – 6:40 p.m.	2. Public Comment	I
6:40 – 6:45 p.m.	3. Approval of March 14, 2011 Minutes <i><u>03 CWC Meeting Minutes 031411.pdf</u></i> – Page 1	A
6:45 – 6:55 p.m.	4. Election of Officers for Fiscal Year 2011-2012 and Approval of CWC Bylaws <i><u>04 Memo CWC Bylaws.pdf</u></i> – Page 7 <i><u>04A Proposed CWC Bylaws.pdf</u></i> – Page 9 <i><u>04B Current CWC Bylaws.pdf</u></i> – Page 17	A
6:55 – 7:20 p.m.	5. CWC Subcommittee Reports A. Review of Draft CWC Annual Report and Discussion of Publication Methods and Costs <i><u>05A Draft CWC Annual Report.pdf</u></i> – Page 27 <i><u>05A1 Draft Capital Projects Chart.pdf</u></i> – Page 35 <i><u>05A2 Publication Methods Costs.pdf</u></i> – (handout at meeting)	A

- B. EOY Compliance Report Summary**
[05B Summary of Ideas EOY Compliance Report.pdf](#) –
 (handout at meeting)
[05B1 Compliance Summary and Audit Report.pdf](#) – Page 37
- 7:20 – 7:35 p.m. **6. Final Strategic Plan Review** |
[06 Strategic Plan FY11-12.pdf](#) – Page 107
- 7:35 – 7:50 p.m. **7. ACTIA’s Third Quarter Budget and Statement of Revenues and Expenditures** |
[07 ACTIA Budget Update Q3 FY10-11.pdf](#) – Page 121
- 7:50 – 8:05 p.m. **8. Proposed Consolidated Alameda CTC Budget for Fiscal Year 2011-2012 Update** |
[08 Proposed AlamedaCTC Budget for FY11-12.pdf](#) – Page 127
- 8:05 – 8:15 p.m. **9. CWC Member Reports/Issues Identification** |
[09 CWC Issues Identification Form.pdf](#) – Page 145
- 8:15 – 8:30 p.m. **10. Staff Reports/Board Actions** |
- A. Countywide Transportation Plan and Transportation Expenditure Plan Update**
[10A CWTP-TEP Overview.pdf](#) –Page 147
[10A1 Regional SCS-RTP CWTP-TEP Process.pdf](#) –Page 149
- B. General Items**
[10B Alameda CTC Action Items.pdf](#) – Page 161
[10B1 CWC Calendar.pdf](#) – Page 173
[10B2 CWC Roster.pdf](#) – Page 175
- 8:30 p.m. **11. Adjournment**

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

Next Meeting:

Date: July 11, 2011

Time: 6:30 to 8:30 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons

Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation, (510) 208-7428, tlengyel@alamedactc.org

Patricia Reavey, Director of Finance, (510) 208-7422, preavey@alamedactc.org

Angie Ayers, Program Management Team, (510) 208-7450, aayers@alamedactc.org

Location Information: Alameda CTC is located 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.com/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 Citizens Watchdog Committee Meeting Minutes
Monday, March 14, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

Members:

<u> </u> P James Paxson, Chair	<u> </u> P Thomas Gallagher	<u> </u> P Harriette Saunders
<u> </u> P Jo Ann Lew, Vice Chair	<u> </u> A Arthur Geen	<u> </u> P Hale Zukas
<u> </u> A Pamela Belchamber	<u> </u> P James Haussener	
<u> </u> P Roger Chavarin	<u> </u> P Miriam Hawley	
<u> </u> P Mike Dubinsky	<u> </u> A Erik Jensen	

Staff:

<u> </u> P Arthur L. Dao, Executive Director	<u> </u> P Arun Goel, Associate Transportation Engineer
<u> </u> P Tess Lengyel, Programs and Public Affairs Manager	<u> </u> P Angie Ayers, Acumen Building Enterprise, Inc.
<u> </u> P Patricia Reavey, Director of Finance	

1. Welcome and Introductions

James Paxson, CWC Chair, called the meeting to order at 6:35 p.m. The meeting began with introductions, and James listed the desired meeting outcomes.

2. Public Comments

There were no public comments.

3. Approval of January 10, 2011 Minutes

Mike Dubinsky moved to approve the January 10, 2011 minutes as written. Miriam Hawley seconded the motion. The motion carried unanimously (8-0).

4. Compliance Summary Report to CWC

Tess Lengyel explained the Pass-through Fund Program process. She stated that Alameda CTC maintains funding agreements with the jurisdictions for the funds that the Commission disburses. The jurisdictions also submit an annual compliance audit and compliance report per the agreement. Tess reviewed the reporting and reviewing process.

This year, the CWC focused on the end-balance reserve for the jurisdictions and the committee decided to discuss the compliance report process so that more detailed compliance reports could be generated in the future. CWC will take this information and share it with the public in the CWC Annual Report. Tess stated that this year, the CWC held an ad-hoc meeting to address large reserves reported by two jurisdictions in the fiscal year 2008-2009 reports. She reviewed the recommendations the ad-hoc committee made to the CWC, which are listed on page 5 of the agenda packet. One of the thoughts that came out of

the ad-hoc meeting was to place a cap on the amount of money an agency has for an ending balance. CWC members noted that this was not a recommendation, only a discussion point.

Staff informed the committee that changes to the reporting forms to be used in the coming year must be made before August. Policy changes can have a longer time line. CWC members requested a summary of the communication to the agencies from Alameda CTC staff asking for more information or expenditure clarification as an aid in helping the committee understand the program compliance review process. Staff noted that the committee could form a subcommittee to both provide input into the current compliance reporting process and to help review policies that would form the basis for funding agreements between Alameda CTC and the various agencies.

Harriette Saunders moved to form a CWC Compliance Report Subcommittee to review the current compliance reporting requirements and funding agreement policies. Jo Ann Lew seconded the motion. The motion passed unanimously (9-0).

Five CWC members volunteered for the CWC Compliance Report Subcommittee that will recommend changing the compliance reporting requirements: Roger Chavarin, Mike Dubinsky, Tom Gallagher, Jo Ann Lew, and James Paxson. Staff will work with members to set up a meeting for this committee.

5. CWC 9th Annual Report to the Public

A. Approval of Draft CWC Annual Report Outline

James Paxson suggested that the CWC move the Annual Report outline review and approval to the CWC Annual Report Subcommittee.

B. Establishment of CWC Annual Report Subcommittee

Roger Chavarin moved to form a CWC Annual Report Subcommittee to work on the CWC Annual Report to the Public. Mike Dubinsky seconded the motion. The motion carried unanimously (9-0).

Four CWC members volunteered for the subcommittee: Mike Dubinsky, Miriam Hawley, James Paxson, and Hale Zukas. Staff will work with members to set up a meeting for this committee.

6. CWC Member Reports/Issues Identification

There were no member reports.

7. Staff Reports/Board Actions

A. Mid-Year Financial Updates

Patricia Reavey reviewed the mid-year budget update for fiscal year 2010-11 on page 19 of the agenda packet. She mentioned that the sales tax revenues increased from \$90 million to \$102 million, and the equipment budget increased by \$20,000 to address some of the merger activities. Patricia informed the committee that the reports have been reformatted to display horizontally versus vertically, and budget and actual costs are broken out by fund and all activity in each section.

CWC members inquired why ACTIA has an uncommitted reserve of \$13 million. Is it a part of the general fund and when will it be used? Art Dao stated that the board approved a portion of the \$13 million for the development of the Transportation Expenditure Plan (TEP), a portion for use in 2012 to place the TEP on the ballot, and a portion for use in 2016 in case the TEP does not pass in 2012.

Patricia reviewed the Alameda CTC consolidated mid-year investment report on page 25 of the agenda packet with the committee. CWC members inquired if Alameda CTC buys particular bonds as part of the investment. Art said that the Alameda CTC investment policy is based on the California Government Code, and the Alameda CTC only buys investments that are allowed within the California Government Code.

Patricia reviewed the revised ACTIA sales tax revenue projections for fiscal year 2010-11 with the CWC. She reiterated that the Commission approved the revision of the sales tax revenue projection from \$90 million to \$102 million.

B. Semi-Annual Local Business Enterprise/Small Local Business Enterprise Report Update

Arun Goel reviewed the handout of the Local Business Contract Equity (LBCE) Semi-Annual Report for the period of July 1, 2010 through December 31, 2010. Arun gave an update on the LBCE program and answered members' questions.

CWC members suggested that Alameda CTC profile a small local business, as part of the LBCE update in the next Annual Report. Staff suggested profiling Acumen Building Enterprise, Inc.

C. Countywide Transportation Plan Transportation Expenditure Plan Update

Tess gave an update on the Countywide Transportation Plan (CWTP) and Regional Transportation Plan (RTP) processes and the development of the Sustainable Communities Strategy (SCS). She stated that the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) are responsible for producing the RTP and the SCS through 2040. Tess mentioned that for the first time, the countywide process has a role in integrating transportation and land use. She mentioned that we are now defining what role the SCS and the Regional Housing Needs Assessment has in the CWTP. The Initial Vision Scenario (IVS) released on March 11, a

component of the SCS, is being developed by ABAG, and public meetings are scheduled for IVS, CWTP, and SCS outreach as follows:

- March 16 – San Leandro Library (IVS and CWTP)
- March 18 – Hayward City Hall (IVS and SCS)
- March 19 – Supervisor Lockyer forum for southern Alameda County elected officials (IVS and SCS)
- March 24 – Alameda CTC Office (IVS and CWTP-TEP)
- March 24 – Dublin Public Library (IVS and CWTP-TEP)

Tess mentioned that Alameda CTC is working with partners to reach the community, and presentations are being made in every city and to various agencies. AC Transit is scheduled to have a presentation on March 23, 2011.

Tess gave an update on the outreach status. She stated to date, 165 people participated in the outreach toolkit activities, and 275 online questionnaire responses were submitted. Tess mentioned that the information is being fed into the call for projects process.

Tess reviewed the Alameda CTC call for projects process. She discussed how Alameda CTC will meet the requirements of MTC's call for projects. Tess stated that the Alameda County deadline to submit is April 12, 2011 and MTC is April 29. She mentioned that MTC allocated Alameda County a target budget of \$11.76 billion; however, the amount the county will actually receive will be less. Tess stated that the jurisdictions will submit projects to Alameda CTC by April 12, and staff will present the draft list of projects and programs to the Steering Committee at the April 28 meeting for approval. Alameda CTC will present the draft list to MTC on April 29. Alameda CTC will present a final list of projects and programs in May 2011 to Alameda CTC committees (advisory and Commission-related committees) and hold a public hearing at the May 26 Steering Committee meeting. The Steering Committee will request that the Commission approve the list of projects at the May 26 meeting. Staff will forward the approved final list to MTC on May 27.

Tess informed the committee that comments received on the draft poll questions were incorporated to create a final list of polling questions. She stated the first poll is complete, and staff will distribute the preliminary results to the Steering Committee at the March 24 meeting. Staff will distribute the results to CAWG and TAWG in April.

D. Projects and Programs Update

Art informed the committee that the BART to Warm Springs contract award for the line, track, stations, and systems is in process. An announcement will be distributed to the public and the community advisory committees soon. Jo Ann Lew stated that Fremont will not have funds for the Irvington Station, and she inquired if this will impact the BART to Warm Springs project. Art responded that this will not impact the project. He stated that the tracks will be in place when Fremont is ready to move forward with the

Irvington Station. Art stated that other Measure B projects are in various stages of completion.

E. General Items

Tess informed the committee that the Board Action Items are on page 95 of the agenda packet for their review.

8. Adjournment/Next Meeting

The meeting adjourned at 8:30 p.m. The next meeting is June 13, 2011 at Alameda CTC offices.

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MEMORANDUM

To: Citizens Watchdog Committee (CWC)

From: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

Date: June 7, 2011

Subject: Updated CWC Bylaws

Recommendation

Staff recommends that the CWC review and approve the updated CWC Bylaws (Attachment 04A).

Summary

Typically, the CWC reviews its bylaws at the organizational meeting in June of every year. At that time, both staff and the CWC can update the bylaws to reflect current practices and conditions, or to improve committee functioning. This year, staff is proposing substantial revisions, primarily in response to the recent merger of the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACCMA). This merger provided an opportunity to standardize the bylaws between the agency's four community advisory committees.

This memo details the major changes proposed to the bylaws. Attached are both the new proposed bylaws (Attachment 04A) and the current bylaws (Attachment 04B), for comparison.

Bylaws Revisions

Overall, the proposed updated bylaws contain essentially all of the sections from the current bylaws. Major changes include 1) the addition of new sections to further clarify and reflect current practices, and to make the bylaws consistent between the four community advisory committees; and 2) the deletion of sections to make the four sets of bylaws consistent. Another significant change is formatting, which staff has standardized for all committees.

The new or expanded sections include:

- Article 1 Definitions was updated and standardized with the other bylaws.
- Articles 3.2 Appointment and 3.3 Membership Qualification were revised and standardized with the other bylaws and replace Article 3.2 Qualification for Membership and Article 3.3 Selection of Members
- Article 4 Officers has been standardized and shortened considerably and replaces the previous Article 5 Officers.
- Article 5 Meetings has been standardized and replaces the previous Article 4 Meetings; the sequence of subarticles has been adjusted during standardization.
- Article 7.3 Brown Act is new.
- Article 8.1 Per Diems replaces Article 8.3 Expenses.
- Article 8.2 Conflicts of Interest and Article 8.5 Conflict with Governing Documents replace Article 8.5 Conflict.
- Article 8.3 Amendments to Bylaws replaces Article 8.6 Amendments.
- Article 8.6 Staffing is new.

Deletions to standardize the bylaws include:

- Previous Article 4.6 Adjournment; Continuance
- Previous Article 4.9 Meetings Using Communications Equipment
- Previous Article 5.3 Removal and Resignation of Officers
- Previous Article 5.4 Vacancies in Offices
- Previous Article 5.5 Chair
- Previous Article 5.6 Vice Chair
- Previous Article 8.1 Rules of Order
- Previous Article 8.7 Member Materials

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

- 04A Proposed CWC Bylaws
- 04B Current CWC Bylaws



Citizens Watchdog Committee Bylaws

Article 1: Definitions

1.1 Alameda County Transportation Commission (Alameda CTC). Alameda CTC or "Commission" is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Commission is comprised of the following representatives:

- 1.1.1** All five Alameda County Supervisors.
- 1.1.2** Two City of Oakland representatives.
- 1.1.3** One representative from each of the other 13 cities in Alameda County.
- 1.1.4** A representative from Alameda-Contra Costa Transit District ("AC Transit").
- 1.1.5** A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.2 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002.

1.3 Appointing Party. A person or group designated to appoint committee members.

1.4 At-Large Member. One of the 10 CWC members representing supervisorial districts as described in Section 3.1.1 below.

1.5 Bicycle and Pedestrian Advisory Committee (BPAC). The Alameda CTC Bicycle and Pedestrian Advisory Committee that reviews all competitive applications submitted to Alameda CTC for the Bicycle and Pedestrian Safety funds, along with the development and updating of the Alameda Countywide Pedestrian and Bicycle Plans. Serving as the countywide BPAC, the Committee also provides input on countywide educational and promotional programs, and other projects of countywide significance.

1.6 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.7 Citizens Advisory Committee (CAC). The Alameda CTC Citizens Advisory Committee that serves as a liaison group between the Alameda CTC and the members' respective communities. Appointed by the Commission, the CAC keeps the Commission informed of the progress of Measure B programs and projects, and discusses local community transportation concerns, as well as provides feedback to members' respective communities.

1.8 Citizens Watchdog Committee (CWC). The Alameda CTC Citizens Watchdog Committee, a committee of individuals created by the ACTIA Board, as required by Measure B, with the assistance of the League of Woman Voters and other citizens groups. The Committee reports directly to the public and is charged with reviewing all expenditures of the agency. Citizens Watchdog Committee members are to be private citizens who are not elected officials at any level of government, nor individuals in a position to benefit in any way from the sales tax.

1.9 Expenditure Plan. The plan for expending Transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.10 Executive Director. The chief executive staff member of Alameda CTC who reports directly to the Commission.

1.11 Fiscal Year. July 1 through June 30.

1.12 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services collected and administered by the Alameda CTC and governed by the Expenditure Plan. The sales tax authorized by Measure B began on April 1, 2002 and extends through March 31, 2022.

1.13 Measure B Program. Transportation or transportation-related program specified in the Expenditure Plan for funding on a percentage-of-revenues basis or grant allocation.

1.14 Measure B Project. Transportation and transportation-related capital projects specified in the Expenditure Plan for funding in the amounts allocated in the Expenditure Plan.

1.15 Organizational Member. One of the seven CWC members representing organizations as described in Section 3.1.2 below.

1.16 Paratransit Advisory and Planning Committee (PAPCO). The Alameda CTC Paratransit Advisory and Planning Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Technical Advisory Committee comprised of Measure B funded paratransit providers in Alameda County.

1.17 Planning Area. Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central

County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The Committee is appointed pursuant to Measure B to review all expenditures of the Measure B half-cent transportation sales tax measure and to report directly to the public.

2.2 Committee Roles and Responsibilities from Expenditure Plan. As defined by the Measure B Expenditure Plan, the roles and responsibilities of the Committee are to:

2.2.1 To hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents how the funds raised by the Measure B Tax are being spent.

2.2.2 To review reports by the independent auditor of Alameda CTC and to comment on the audit reports.

2.2.3 To publish an annual report and any comments concerning the audit report in local newspapers and to make copies of the report available to the public at large.

2.3 Additional Responsibilities. Additional CWC member responsibilities are to:

2.3.1 Communicate from time to time to the Alameda CTC by resolution suggestions and concerns pertinent to the administration and expenditure of Measure B funds.

2.3.2 Communicate as necessary to recommend that an appointing party appoint a new member when there is a vacancy or upcoming end of term.

Article 3: Members

3.1 Number of Members. The CWC will consist of 17 members.

3.1.1 Ten members shall be at-large, two each representing the five supervisorial districts in Alameda County, one of the two nominated by a member of the Board of Supervisors and one of the two selected by the Alameda County Mayors' Conference.

3.1.2 Seven of the members shall be nominated by the seven organizations specified in the Expenditure Plan: Alameda County Economic Development Alliance for Business, Alameda County Labor Council, Alameda County Taxpayers' Association, Alameda County Paratransit Advisory and Planning Committee, East Bay Bicycle Coalition, League of Women Voters, and Sierra Club.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 Each member of the Alameda County Board of Supervisors shall select one At-Large Member to represent his or her supervisorial district.

3.2.2 The Alameda County Mayors' Conference shall select one At-Large Member to represent each of the five supervisorial districts.

3.2.3 Each organization listed in Section 3.1.2 above shall, subject to approval by the Commission, select one organizational member.

3.3 Membership Qualification. Each CWC member shall be an Alameda County resident. A CWC member shall not be an elected official at any level of government; or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B Tax; or have any economic interest in any project or program.

3.4 Membership Term. Appointments shall be for two-year terms. There is no maximum number of terms a member may serve. Members shall serve until a successor is appointed.

3.5 Attendance. Members will actively support committee activities and regularly attend meetings. Accordingly, more than three absences may be cause for removal from the Committee. However, a member removed from the Committee may be subject to reappointment by an appointing party.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

3.6.2 The two-year term of a member expires and the member is not reappointed by the appointing party.

3.6.3 The member fails to continue to meet the qualifications for membership, including attendance requirements.

3.6.4 The member passes away or otherwise becomes incapable of continuing to serve.

3.7 Vacancies. An appointing party shall have the right to appoint a person to fill the vacant member position. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

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

4.1.1 Duties. The chair shall preside at all meetings and will represent the CWC before the Alameda CTC Commission to report on CWC activities. The chair shall serve as an ex-officio member of all committees except a nominating subcommittee (when the CWC discusses the chair position). The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair.

4.2 Office Elections. Officers shall be elected by the members annually at the organizational meeting. 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. Officers shall be eligible for re-election indefinitely.

Article 5: Meetings

5.1 Open and Public Meetings. All CWC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all CWC meetings. Comments by a member of the public in the general public comment period or on any agenda item shall be at the discretion of the chair.

5.2 Regular Meetings. The CWC shall have a regular meeting at least once per quarter. Prior to each Organizational Meeting, the outgoing chair shall cause all members to be canvassed as to their available meeting times and shall recommend the day and time that best accommodates the schedules of all members, giving due regard to accommodating the schedule of any continuing member who has missed meetings due to a conflict in the prior year. Annually, at the Organizational Meeting, CWC shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year by action of CWC.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. Members will not take actions at meetings with less than 50 percent plus one member present. Items may be discussed and information may be distributed on any item even if a quorum is not present.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members requesting the same in writing given to the chair, with copies to the vice chair and the Executive Director, specifying the matters to be considered at the special meeting. The chair or vice chair shall cause notice of a special meeting stating the matters to be considered to be given to all CWC members and posted and published in accordance with the Brown Act.

5.5 Public Hearing. At least annually, prior to publication of CWC's annual report, CWC shall conduct a public hearing on a draft of the CWC annual report. Each public hearing shall be conducted as part of a regular meeting.

5.6 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Items for a regular meeting agenda may be submitted by any

member to the chair and committee staff. The Alameda CTC Commission and/or the committee staff may also submit items for the agenda. Every agenda shall include provision for members of the public to address the Committee. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties who request it. The agenda shall be posted on the Alameda CTC website and office and provided at the meeting, all in accordance with the Brown Act.

5.7 Roberts Rules of Order. The rules contained in the latest edition of “Roberts Rules of Order Newly Revised” shall govern the proceedings of the CWC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process, and to the extent that these actions are consistent with these bylaws.

5.8 Place of Meetings. CWC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

Article 6: Subcommittees

6.1 Establishment. The CWC may establish subcommittees when and as necessary or advisable to make nominations for office of the CWC, to develop and propose policy on a particular issue, to conduct an investigation, to draft a report or other document, or for any other purpose within the authority of the CWC.

6.2 Membership. CWC members will be appointed to subcommittees by the CWC or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the CWC.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding, shall be kept on file at the Alameda CTC office.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the CWC will comply with the requirement of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. All meetings shall be open to the public, except for closed sessions permitted by the Brown

Act. Members of the public may address the CWC on any matter not on the agenda and on each matter listed on the agenda, pursuant to procedures set by the chair and/or committee.

7.4 Meeting Notices. Meeting notices shall be in writing and shall be issued by U.S. Mail, personal delivery, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse him or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Amendments to Bylaws. These bylaws will be reviewed annually, and may be amended, repealed, or altered, in whole or in part, by a resolution adopted at a duly-constituted Committee meeting at which a quorum is present.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC. This does not include presentations about the Committee to city councils, which all Committee members have a responsibility to make.

8.5 Conflict with Governing Documents. In the event of any conflict between these Bylaws and the July 2000 Alameda County Transportation Expenditure Plan, California state law, or any action lawfully taken by the Alameda CTC, the Expenditure Plan, state law or the lawful action of the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide all staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; preparation of reports to the Alameda CTC Committees and Commission; tracking of attendance; and stipend administration.

8.7 Financial Interest. Each Committee member shall in a timely manner prepare and file with Alameda CTC a statement of financial interest in the form required by law.

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**BYLAWS
of
THE CITIZENS WATCHDOG COMMITTEE
for the
ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY**

Article 1. Definitions

- 1.1 “Alameda County Transportation Improvement Authority” or “ACTIA” means the governmental agency established to carry out Measure B.
- 1.2 “ACTIA Board” means the governing board of the Alameda County Transportation Improvement Authority, composed of 11 Alameda County officials.
 - 1.2.1 All five members of the Alameda County Board of Supervisors.
 - 1.2.2 Three representatives appointed by the Alameda County Mayors’ Conference from among the cities of Hayward, Fremont, Newark, Union City, Pleasanton, Livermore and Dublin.
 - 1.2.3 Two representatives appointed by the Alameda County Mayors’ Conference from among the cities of San Leandro, Oakland, Alameda, Albany, Berkeley, Emeryville and Piedmont.
 - 1.2.4 One representative designated by the Mayor of Oakland.
- 1.3 “Appointing Party” means (i) each of the individual members of the Alameda County Board of Supervisors, (ii) the Alameda County Mayors’ Conference, and (iii) the seven organizations mentioned in Section 3.1 below.
- 1.4 “At-Large Member” means one of the ten CWC members representing supervisorial districts as described in Section 3.1.1 below.
- 1.5 “Brown Act” means California’s open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*
- 1.6 “CWC” means the Citizens Watchdog Committee.
- 1.7 “Expenditure Plan” means the 20-year plan contained in Measure B for expending Measure B Tax revenues, approved by the voters in 2000, and implemented in 2002, as amended from time to time by the ACTIA Board.

- 1.8 “Executive director” means the chief executive staff member of ACTIA who reports directly to the ACTIA Board.
- 1.9 “Fiscal Year” means July 1 through June 30.
- 1.10 “Measure B” means the measure approved by the voters of Alameda County in 2000 and implemented in 2002, as amended from time to time by the ACTIA Board, that continues the half-cent sales tax for transportation Projects and Programs.
- 1.11 “Measure B Tax” means the half-cent sales tax for the transportation Projects and Programs set forth in the Expenditure Plan, in effect from April 1, 2002 through March 31, 2022.
- 1.12 “Organizational Meeting” means the annual regular first meeting following the commencement of the term of office for the At-Large Members or anniversary thereof, as the case may be, generally the first meeting of the second quarter of the Fiscal Year.
- 1.13 “Organizational Member” means one of the seven CWC members representing organizations as described in Section 3.1.2 below.
- 1.14 “Program” means a transportation or transportation-related program specified in the Expenditure Plan for funding on a percentage-of-revenues basis.
- 1.15 “Project” means transportation and transportation-related construction projects specified in the Expenditure Plan for funding in the amounts allocated in the Expenditure Plan.

Article 2. CWC Purpose and Responsibilities

- 2.1 CWC is appointed pursuant to Measure B to review all expenditures of ACTIA and to report directly to the public.
- 2.2 The specific CWC responsibilities mentioned in the Expenditure Plan are:
 - 2.2.1 To hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents how the funds raised by the Measure B Tax are being spent.
 - 2.2.2 To review reports by the independent auditor of ACTIA and to comment on the audit reports.
 - 2.2.3 To publish an annual report and any comments concerning the audit report in local newspapers and to make copies of the report available to the public at large.

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2.3 Additional responsibilities include:

- 2.3.1 Communicating from time to time to the ACTIA Board by resolution suggestions and concerns pertinent to the administration and expenditure of Measure B funds.
- 2.3.2 Communicating as necessary to recommend that an Appointing Party appoint a new member when there is a vacancy or upcoming end of term.

Article 3. Members

3.1 Number and Classification of Members. CWC shall consist of 17 members.

- 3.1.1 Ten members shall be at-large, two each representing the five supervisorial districts in Alameda County, one of the two nominated by a member of the Board of Supervisors and one of the two selected by the Alameda County Mayors' Conference.
- 3.1.2 Seven of the members shall be nominated by the seven organizations specified in the Expenditure Plan, viz., Alameda County Taxpayers' Association, Sierra Club, Alameda County Labor Council, Alameda County Economic Development Alliance for Business, Alameda County Paratransit Advisory Panel, East Bay Bicycle Coalition, and League of Women Voters.

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

3.3 Selection of Members.

- 3.3.1 Each Member of the Alameda County Board of Supervisors shall select one At-Large Member to represent his or her supervisorial district.
- 3.3.2 The Alameda County Mayors' Conference shall select one At-Large Member to represent each of the five supervisorial districts.
- 3.3.3 Each organization listed in Section 3.1.2 above shall, subject to approval by the ACTIA Board, select one Organizational Member.

3.4 Term of Membership.

- 3.4.1 An At-Large Member shall serve a two-year term and until his or her successor is appointed and qualified. No At-Large Member shall serve more than three two year terms.

3.4.2 An Organizational Member shall serve at the pleasure of his or her respective Appointing Party.

3.5 Termination of Membership.

3.5.1 A CWC member's membership shall automatically terminate on the occurrence of any of the following:

3.5.1.2 The member voluntarily resigns by written notice to the CWC chair with copies to the Executive Director and the CWC.

3.5.1.2 The term of an At-Large Member expires and his or her successor is appointed and qualifies.

3.5.1.3 The member fails to continue to meet the qualifications for membership.

3.5.1.4 The member dies.

3.5.2 CWC may by duly adopted resolution recommend that an Appointing Party remove and replace a member appointed by that party upon the occurrence of any of the following:

3.5.2.1 The member is declared of unsound mind by a final order of court or convicted of a felony.

3.5.2.2 The member fails to attend at least one-half of CWC meetings within any six-month period.

3.5.2.3 Other good cause shown.

3.6 Vacancies. An Appointing Party shall have the right to appoint (subject to approval by the ACTIA Board in the case of an Organizational Member) a person to fill the unexpired term of any vacant member position on CWC. CWC shall be responsible for notifying an Appointing Party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4. Meetings

4.1 Open and Public; Public Comment. All meetings of CWC shall be open and public. CWC may meet in a session closed to the public only for purposes permitted by the Brown Act. Public comment shall be allowed at all CWC meetings. Comments by a member of the public shall be limited to five minutes. In the discretion of the chair, the time limit may be increased or reduced, but not to less than two minutes.

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- 4.2 Regular Meetings. CWC shall have a regular meeting at least once per quarter. Prior to each Organizational Meeting, the outgoing chair shall cause all members to be canvassed as to their available meeting times and shall recommend the day and time that best accommodates the schedules of all members, giving due regard to accommodating the schedule of any continuing member who has missed meetings due to a conflict in the prior year. Annually, at the Organizational Meeting, CWC shall establish by resolution the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year by action of CWC.
- 4.3 Public Hearing. At least annually, prior to publication of CWC's annual report, CWC shall conduct a public hearing on a draft of the CWC annual report. Each public hearing shall be conducted as part of a regular meeting.
- 4.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members requesting the same in writing given to the chair, with copies to the vice chair and the Executive Director, specifying the matters to be considered at the special meeting. The chair or vice chair shall cause notice of a special meeting stating the matters to be considered to be given to all CWC members and posted and published in accordance with Section 54956 of the Brown Act, at least 24 hours prior to any special meeting.
- 4.5 Agenda.
- 4.5.1 Only matters set forth on a posted and published agenda may be discussed or acted upon at a meeting.
- 4.5.2 Items for a regular agenda may be submitted by any member not later than three weeks prior to the meeting or at such later time as may be permitted by the chair. Supporting material for an agenda item shall be submitted at the same time. The chair and vice chair shall review and approve the final agenda in advance of distribution and posting.
- 4.5.3 The agenda for a regular meeting shall be posted not less than 72 hours prior to the meeting; the agenda for a special meeting shall be posted not less than 24 hours prior to the meeting. Copies of the agenda, with supporting material and the prior meeting minutes, shall be mailed to members and any other interested parties who request it, not later than the time the agenda is required to be posted CWC shall also endeavor to have the agenda posted on the ACTIA website, provided at the meeting, and otherwise made widely available.
- 4.5.4 Every agenda shall include the following items:

- 4.5.4.1 Change of date, time, or place of a future meeting and scheduling of additional meeting(s).
 - 4.5.4.2 Review of member attendance and recommendations to remove members for excessive absences.
 - 4.5.4.3 Provision for members of the public to address CWC.
- 4.6 Adjournment; Continuance. CWC may adjourn any regular, adjourned regular, special or adjourned special meeting, or continue a public hearing or continued public hearing, to a time and place specified in the resolution of adjournment or continuance, as the case may be. Less than a quorum may so adjourn or continue from time to time. If all members are absent from any regular or adjourned regular meeting, the chair may declare the meeting adjourned to a stated time and place and he or she shall cause a written notice of the adjournment or continuance to be given in the same manner as provided in Section 4.4 for special meetings. A notice of adjournment shall be conspicuously posted on or near the door of the place where the regular, adjourned regular, special or adjourned special meeting, or public hearing or continued public hearing was held within 24 hours after the time of the adjournment or continuance. When a regular or adjourned regular meeting is adjourned as provided in this section, the resulting adjourned regular meeting is a regular meeting for all purposes. When a resolution of adjournment of any meeting fails to state the hour at which the adjourned meeting is to be held, it shall be held at the hour specified by resolution for regular meetings.
- 4.7 Quorum. The presence in person or by communications equipment in accordance with Section 4.9 of a majority of the members entitled to vote at the meeting shall constitute a quorum for the transaction of business. The number of “members entitled to vote” shall not include any vacancies. Every act or decision done or made by the majority of the members present at a meeting duly held at which a quorum is present shall be regarded as the action of CWC. Members present at a duly called or held meeting at which a quorum is present may continue to discuss agenda items until adjournment, notwithstanding the withdrawal of enough members to leave less than a quorum, but no action may be taken without a quorum present.
- 4.8 Place of Meetings. Meetings of CWC shall be held at any place within Alameda County designated by resolution of CWC or, if no such place has been designated, at the offices of ACTIA. Meeting locations shall be accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

- 4.9 Meetings Using Communications Equipment. Members of CWC may participate in a meeting through use of conference telephone or other communications equipment. Participation in a meeting using such equipment constitutes presence in person at that meeting provided that:
- 4.9.1 Each CWC member participating in the meeting can communicate with all of the other members concurrently ; and
 - 4.9.2 Each CWC member is provided the means of participating in all matters before CWC including the capacity to propose, or to interpose an objection, to a specific action to be taken by CWC; and
 - 4.9.3 Each CWC member is provided the means of participating in the meeting other than at the place designated for the meeting complies with all open access and other requirements set forth in the Brown Act (California Government Code, Section 54953); and
 - 4.9.4 CWC adopts and implements some means of verifying both of the following:
 - 4.9.4.1 A person communicating by telephone, electronic video screen, or other communications equipment is a member entitled to participate in the CWC meeting; and
 - 4.9.4.2 All statements, questions, actions or votes were made by that member and not by another person not permitted to participate as a member.

Article 5. Officers

- 5.1 Officers. The officers of CWC shall be a chair and a vice-chair, and such other officers as CWC may designate from time to time. Each officer must be a duly appointed member of CWC. No member may hold more than one office.
- 5.2 Election of Officers. Officers shall be elected by the members annually at the Organizational Meeting. Officers shall serve at the pleasure of CWC. An individual receiving a majority of votes shall be deemed to have been elected, and shall assume office at the meeting following the election, unless elected to fill a vacancy in which case the newly-elected officer shall assume office immediately.
- 5.3 Removal and Resignation of Officers. Any officer may be removed, either with or without cause, by CWC. Any officer may resign from office (without resigning from CWC) at any time by giving written notice to the CWC chair, with copies to the CWC vice-chair and the Executive Director. A resignation shall take effect at the date of the receipt of that notice or at any later time specified in that notice; and, unless otherwise

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specified in that notice, acceptance of the resignation shall not be necessary to make it effective.

- 5.4 Vacancies in Offices. A vacancy in any office because of death, resignation, removal, disqualification or any other cause shall be filled in the manner prescribed in these bylaws for regular election to that office.
- 5.5 Chair. The chair shall preside at all meetings of CWC, shall make regular reports to the ACTIA Board, and shall serve as an ex officio member of all committees except a nominating subcommittee, if there be one.
- 5.6 Vice Chair. In the absence or disability of the chair, the vice chair shall perform all the duties of, have all the powers of, and be subject to all the restrictions upon, the chair. The vice chair shall have such other powers and perform such other duties as from time to time may be prescribed to him or her respectively by the CWC, the bylaws, or the Chair.

Article 6. Subcommittees

- 6.1 Establishment. CWC may establish subcommittees when and as necessary or advisable to make nominations for office of CWC, to develop and propose policy on a particular issue, to conduct an investigation, to draft a report or other document, or for any other purpose within the purview of CWC. CWC shall have no standing subcommittees.
- 6.2 Subcommittee Membership. CWC members shall be appointed to subcommittees by CWC, or by the chair, if CWC delegates the appointment of a particular subcommittee to the chair. No subcommittee shall have fewer than three members nor shall a subcommittee have sufficient members to constitute a quorum of CWC. The members of a subcommittee shall elect a chair from among their number.

Article 7. Records and Notices

- 7.1 Minutes. CWC shall cause to be kept at the offices of ACTIA a book of minutes of all meetings and actions of CWC and its subcommittees with the time and place of holding, the names of those present at CWC meetings and subcommittee meetings, and the proceedings.
- 7.2 Roster; Attendance Records. CWC shall cause to be kept at the offices of ACTIA a roster of members and a record of member attendance.
- 7.3 Notices. The CWC chair shall cause notice of all meetings of the members required by the bylaws or by law to be given. Notices shall be in writing and shall be given by posting. The chair shall endeavor to cause meeting notices also to be given to CWC members by personal delivery, telecopier, US Mail, or E-mail, and any other notice

required or permitted to be given under these bylaws may be given by any of these means.

Article 8. General Matters

- 8.1 Rules of Order. The rules contained in the most current edition of “Robert’s Rules of Order” shall govern the proceedings of CWC and subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process and to the extent said rules are not inconsistent with these bylaws or the Brown Act.
- 8.2 Public Statements. No member of CWC may make public statements on behalf of CWC without authorization by affirmative vote of CWC, except the chair, or in his or her place the vice chair, when making a regular report of CWC activities and concerns to the ACTIA Board. This does not include presentations about the committee to city councils, which all CWC members have a responsibility to make.
- 8.3 Expenses. CWC members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the ACTIA Board.
- 8.4 Financial Interest. Each CWC member shall in a timely manner prepare and file with ACTIA a statement of financial interest in the form required by law.
- 8.5 Conflict. In the event these bylaws conflict with any provision of Measure B or the Brown Act, the conflicting provision in Measure B or the Brown Act shall prevail. In the event these bylaws conflict with resolutions or motions of the ACTIA Board, the resolutions or motions of the ACTIA Board shall prevail, except to the extent the conflict involves the ability of CWC to carry out its independent review obligations required by Measure B.
- 8.6 Amendments. These bylaws may be amended, repealed or altered, in whole or in part, by a resolution adopted at a duly-constituted CWC meeting at which a quorum is present.
- 8.7 Member Materials. Before the first meeting of a new member’s term, the chair shall provide or cause to be provided to the new member a copy of each of the following, together with such other materials as the chair may deem advisable for a new member to have: a roster of CWC members; a roster of ACTIA Board members; Measure B; these bylaws, as amended to date; the Brown Act as then in effect; the most recently published CWC annual report; and minutes, whether approved or not, of the most recent regular CWC meeting and any special CWC meetings held after the most recent regular meeting.

Certificate of Chair

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I am the duly elected chair of Citizens Watchdog Committee for the Alameda County Transportation Improvement Authority (“CWC”) and I hereby certify that the foregoing is a true and correct copy of the bylaws of CWC as of _____, 20__.

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Alameda County Transportation Commission (Alameda CTC)
Citizens Watchdog Committee
Ninth Annual Report to the Public
July 2011

Measure B Transportation Sales Tax

In November 2000, Alameda County voters approved Measure B, which extended the County's half-cent transportation sales tax to 2022 and set forth a 20-year Expenditure Plan for use of the resultant revenues. Responsibility for managing Measure B funds rests with the Alameda County Transportation Commission (Alameda CTC), comprised of 22 members including all five Alameda County Supervisors, two representatives from Oakland, one representative from each of the other 13 cities, one representative from Alameda-Contra Costa Transit District (AC Transit) and one representative from San Francisco Bay Area Rapid Transit District (BART).

Measure B also established a Citizens Watchdog Committee (CWC) to review on behalf of the public all expenditures on projects, programs and administration for compliance under the 2000 Expenditure Plan, including timely delivery of projects. The CWC reports its findings annually to the public. This ninth annual report covers Measure B expenditures during the fiscal year ending June 30, 2010, and CWC actions since July 1, 2010, with a particular focus on project and program delivery during an economic recession.

The CWC has been meeting regularly since June 2001. Our meetings are open to the public. Meeting schedules and agendas are available on the Alameda CTC website (www.AlamedaCTC.org).

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Plan, Fund, Deliver

The Alameda CTC is a result of a merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA) and is a joint powers authority. The Alameda CTC is responsible for administering the Measure B transportation sales tax measure (ACTIA Measure B) as well as the congestion management agency functions. The Alameda CTC was formed to provide greater efficiencies in planning, funding and project and program delivery. The Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

2009/2010 Financials at a Glance

[insert pie chart with FY 09-10 Expenditures]

Total ACTIA Measure B revenues for fiscal year 2009-2010 (FY 09-10) were \$105.1 million, including sales tax revenues of \$95.6 million. Audited expenditures for the same year totaled \$123.7 million, including \$6.3 million for administration, \$28.1 million for highways and streets,

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\$63.2 million for public transit and \$26.1 million for local transportation. Although the economic decline that began in 2008 resulted in lower revenues in FY 09-10, Alameda CTC has increased its sales tax revenues budget projection by \$12 million for FY 10-11 from \$90 million to \$102 million, based on updated Board of Equalization projections. This change will have a positive effect on many of the projects and programs funded by the Measure B half-cent sales tax aimed at increasing mobility throughout the County. As of December 31, 2010, the ACTIA Measure B fund balance was \$112.8 million, all of which is currently committed to capital projects and program expenditures.

CWC Activities

Alameda CTC shapes transportation in Alameda County by allocating Measure B funds to much-needed transportation programs and projects throughout the County. In its role as “watchdog,” the CWC reviews agency financial audits and reports as well as the deadlines for program and project completion. The CWC also makes recommendations to the Alameda CTC regarding ACTIA Measure B expenditures and reporting. For example, in FY 09-10, the CWC expressed support for additional Measure B funding, from the Congestion Relief Emergency Fund, for congestion relief on Interstate 880 at 29th and 23rd Avenues, and for the I-80 Integrated Corridor Management Project.

Also in FY 09-10, the CWC developed an Ad-hoc Committee to focus special attention on the Measure B program reserves that the City of Fremont and the City of Oakland were maintaining. City staff provided more detail about their Measure B expenditures and reserves.

Based on the CWC Ad-hoc Committee meeting discussions, the full CWC is working with Alameda CTC staff on the following policy initiatives:

1. Determining if there should be a cap on the amount of money a jurisdiction has for a year-end balance, and whether the Commission should put in place measures to ensure Measure B expenditures within specific time frames.
2. Requesting additional jurisdictional project reporting at the CWC meetings annually to focus on jurisdictional delivery processes and expenditures.
3. Modifying the compliance report forms to ensure that jurisdictions provide sufficient detail about the use of pass-through funds to ensure conformance with the intent of Measure B.

Transparency

Annually, CWC members meet with the Commission’s auditors and review the Measure B Audited Statement of Revenues and Expenditures. For the July 1, 2009 through June 30, 2010 time period, the independent auditors did not identify any Measure B accounting concerns, and the CWC accepted this audit. In addition, the CWC reviewed and accepted an audit of the 4.5 percent ceiling on administrative costs and the 1 percent ceiling on administrative staff costs mandated by Measure B, and found Alameda CTC in compliance.

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A major role of the CWC is to keep the public informed about the progress of Measure B-funded programs and projects and the appropriate use of the funds. The CWC has been instrumental in ensuring that the Commission make program and project documents accessible to the public on the Alameda CTC website and inform the public of where and how to access this information. This has resulted in all compliance reports and audits being made available on the website for public review and access, an annual publication and distribution plan for the CWC Annual Report to the public, and modification to the agency auditor's language emphasizing access to the public.

Current CWC activities underway include the CWC Compliance Reporting Subcommittee to review the compliance reporting process for the next fiscal year, review of modifications to the master funding agreements with each jurisdiction receiving Measure B funds, as well as ongoing contract equity monitoring activities.

Protecting Your Investment

The Alameda CTC monitors the goals and achievements of each contract, and the Citizens Watchdog Committee provides oversight to ensure that transportation projects and programs funded by Measure B continue to make progress and that the funds are expended as promised to the voters. The Alameda CTC has already allocated Measure B funds for most projects. Contracts between the Commission and each project sponsor require the return of Measure B funds should a sponsor cancel a project or the Commission decline to grant future extensions.

Local Business Contract Equity Program

In addition to providing funding to regional and local jurisdictions for their transportation needs, the Alameda CTC offers contracting opportunities to Alameda County businesses under the Local Business Contract Equity (LBCE) Program. These contracts are funded solely by Measure B funds or Measure B funds plus local funds. The LBCE program goals for Local Business Enterprises (LBEs) are 70 percent of all contracts, including 30 percent for Small Local Business Enterprises (SLBEs), for professional and administrative services and 60 percent of all construction dollars. SLBE construction goals are contract specific. Opportunities under \$50,000 are reserved for Very Small Local Business Enterprises (VSLBEs). Contracts are exempt from these goals if they are partially funded by the state or federal government.

In 2010, the Commission exceeded these goals with total payments to LBEs exceeding \$13 million (92 percent) for active contracts. For exempt contracts, total payments to LBEs exceeded \$8.8 million (29 percent) for active contracts. Contracting dollars awarded to LBEs under the LBCE Program benefit the economies of local communities by providing jobs and helping local and small businesses in Alameda County to grow.

The Future of Transportation in Alameda County

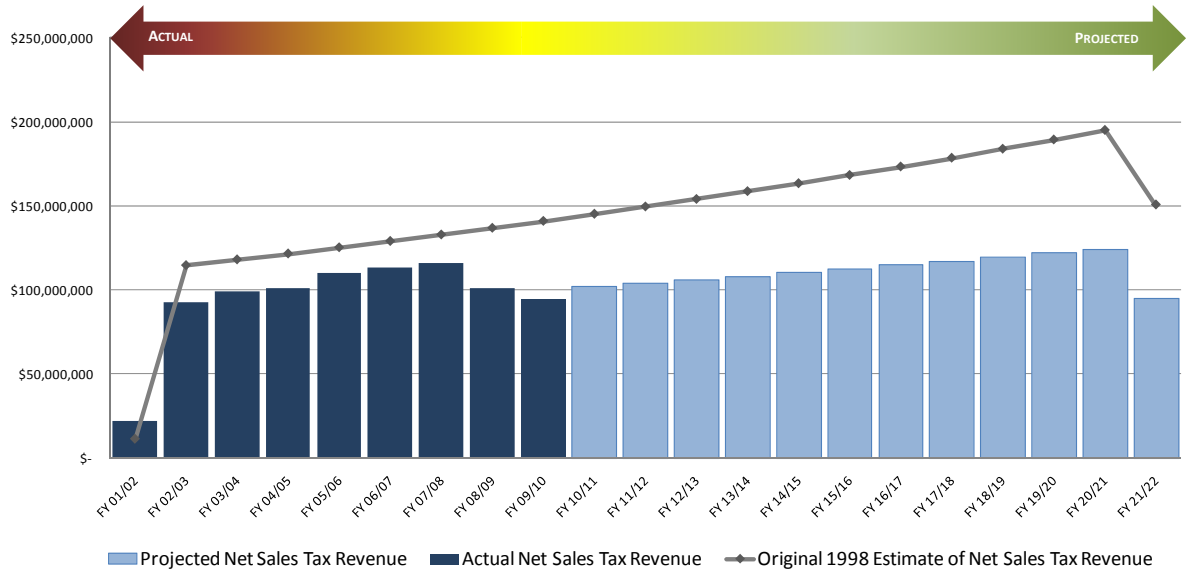
The chart below compares the original 1998 estimate of Measure B revenues with the combination of actual revenues through FY 10-11 and the projected revenue over the next 11 years.

Last year, ACTIA projected that the total revenue from 2002 to 2022 would fall \$1 billion short of the original estimate of \$3 billion. This year, increased revenues have reduced that amount;

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however, the Alameda CTC still predicts a shortfall over original projections due to the economic downturn. To address declining revenues, the Commission has initiated a transportation sales tax measure for placement on the November 6, 2012 ballot. Polling conducted in March 2011 showed 72 percent of likely voters are in favor of extending the half-cent transportation sales tax to address an updated plan for the County’s current and future transportation needs.

Measure B Actual vs. Anticipated Revenues



Countywide Transportation Plan

Alameda CTC is currently leading the update to the Countywide Transportation Plan (CWTP), which lays out a strategy for addressing transportation needs for all users in Alameda County. This plan includes projects and other improvements for new and existing freeways, local streets and roads, public transit (paratransit, buses, rails, ferries), transit-oriented development and programs to support bicycling and walking, congestion relief and environmental mitigation. Many of the projects and programs adopted into the CWTP will also be included in the Regional Transportation Plan and the region’s Sustainable Communities Strategy. These planning efforts involve countywide agency coordination as well as coordination with four regional agencies: the Association of Bay Area Governments, the Bay Area Air Quality Management District, the Metropolitan Transportation Commission and the San Francisco Bay Conservation and Development Commission.

Transportation Expenditure Plan

Alameda CTC is also identifying funding priorities for an extension of the existing Measure B half-cent transportation sales tax. The Transportation Expenditure Plan will fund projects and programs identified in the Countywide Transportation Plan. If this plan appears on the 2012 ballot, as anticipated, it will require a two-thirds majority of Alameda County voters to pass. The CWC receives regular updates on the progress of these plans.

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Alameda CTC Programs and Projects

In November 2000, voters reauthorized Alameda County's half-cent transportation sales tax measure and approved a set of projects and programs for implementation in Alameda County. Alameda CTC allocates Measure B funds, minus administrative costs, through two methods: Alameda CTC distributes 60 percent to local jurisdictions for programs, primarily on a formula basis and through competitive grants, and 40 percent to capital projects designated in the Expenditure Plan.

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Measure B Requirements

To stay in compliance and receive payment from Alameda CTC, Measure B pass-through fund recipients are required to submit an end-of-year compliance report and audit, and submit proof of the following program deliverables to the Commission:

- **Road miles:** The number of road miles maintained 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:** A published article that highlights the program in either Alameda CTC's newsletter or another newsletter of the jurisdiction's choice.
- **Website:** Updated and accurate program information on a local jurisdiction or other website with a link to Alameda CTC's website.
- **Signage:** Public identification of the program improvements as a benefit of the Measure B sales tax program.
- **Independent audit:** An independent audit in the jurisdiction's standard audit report format.
- **Additional paratransit program requirements:** Local paratransit plans and budgets must be submitted annually with local consumer input and governing body approval, and are reviewed by the Paratransit Advisory and Planning Committee and Alameda CTC. Jurisdictions must also participate as a member of the Alameda CTC Paratransit Technical Advisory Committee to address planning, coordination, oversight and reporting requirements, including annual reporting.

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Measure B Program Allocations in FY 09-10

About 60 percent of Measure B revenues support five programs. Alameda CTC distributes most of these funds on a monthly basis to cities, the County and transit agencies. Alameda CTC maintains funding agreements with each jurisdiction for the program funds it disburses.

Jurisdictions must report each fiscal year on how they used these funds, and provide their total project costs, an independent audit and a written report detailing expenditures. They also must report any grant funding they receive from the Alameda CTC. Compliance reports and audits from every jurisdiction are on the Alameda CTC website (www.AlamedaCTC.org).

- **Local Streets and Roads (22.34% of net sales tax revenues) \$20.2 million:** Alameda County jurisdictions receive monthly allocations for local transportation improvements including street maintenance and repair and signal and signage installations. Jurisdictions use these flexible Measure B funds to meet their locally determined transportation priorities.
- **Mass Transit (21.92% of net sales tax revenues) \$19.1 million:** These transit operators receive monthly allocations for operations: AC Transit, Alameda-Oakland Ferry (which will transition to the Water Emergency Transportation Authority in 2011), Altamont Commuter Express Rail, Union City Transit and Wheels in East County. In 2006, ACTIA began a Countywide Express Bus Service Grant Program, and distributed \$2 million in FY 09-10.
- **Special Transportation for Seniors and Disabled (10.45% of net sales tax revenues) \$8.1 million:** Cities and transit operators receive most of these funds on a monthly basis to support their ongoing transportation programs for seniors and people with disabilities. Measure B also funds the Gap Grant Program (\$2.2 million distributed in FY 09-10) and the Paratransit Coordination Team.
- **Bicycle and Pedestrian Safety Funds (5% of net sales tax revenues) \$3.4 million:** Jurisdictions receive these funds on a monthly basis for bicycle and pedestrian capital projects, programs and plans. Measure B also funds the Countywide Discretionary Fund Grant Program (\$1 million distributed in FY 09-10) and the Bicycle and Pedestrian Coordination Team.
- **Transit Center Development (0.19% of net sales tax revenues) \$187,984:** Also known as transit-oriented development or priority development areas, a small portion of the sales tax revenues are awarded through the Transit Oriented Development Grant Program and leverage other funds by becoming a local match for grants and studies.

Both pass-through fund and grant fund recipients leverage Measure B funds to extend value. In FY 09-10, Alameda CTC allocated over \$50.8 million in pass-through funding for programs, as well as additional funds for grants, and the jurisdictions leveraged these funds for total project costs reported as over \$351.9 million. This Measure B allocation funded approximately 179 local streets and roads projects, 75 bicycle and pedestrian projects, 44 paratransit projects and 12 mass transit projects.

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Capital Projects

The voters approved 26 capital projects throughout the County for infrastructure improvements, such as BART rail extensions, highway expansions, local streets and roads enhancements, intermodal projects, and other local projects. In 2003, the Vasco Road Safety Improvement Project was added and was funded from the Measure B Congestion Relief Emergency Fund; in 2008, the I-80 Integrated Corridor Management Project was added; and in 2010, the I-880/23rd and 29th Avenue Interchanges and the Countywide Transportation Plan/Transportation Expenditure Plan (study only) projects were added by the Commission and funded through the Congestion Relief Emergency Fund.

[callout box]

The Measure B-funded capital projects include transit, highway, roadway and bicycle and pedestrian investments to reduce congestion, expand access and improve mobility throughout Alameda County.

Project Implementation

With Measure B as a steady funding source, project implementation continues to be successful. The local sales tax dollars allow project phases to move forward even while project sponsors seek other funding sources to complete construction. Alameda CTC will deliver all Measure B-funded capital projects in the Expenditure Plan before the end of the sales tax collection period, and Alameda County residents will have the full benefit of these improvements.

The chart on the next page shows the project phases, schedule, original and escalated funding commitments, and total project costs for the capital projects. By 2012, the midpoint of the current transportation sales tax measure, 95 percent of all projects are scheduled to be complete or in construction. As of July 2011, 14 projects are already complete, four are in the environmental phase, three are in the scoping phase, eight are in the design phase, six are under construction and one project in the construction phase is on hold; these phases are not applicable to the project titled “Emerging Projects.”

Project Status

[insert chart — see attached chart that lists the projects numerically and shows the current project phase]

A Call for Public Participation

The Alameda CTC and the CWC invite your participation in delivering transportation projects and programs through four community advisory committees. In addition to the CWC, the public serves on the Bicycle and Pedestrian Advisory Committee, the Citizens Advisory Committee and the Paratransit Advisory and Planning Committee. We also invite you to get involved in shaping the future of Alameda County, by providing input on the Countywide Transportation Plan and Transportation Expenditure Plan. Visit the website to learn more about public engagement opportunities (www.alamedactc.org).

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Further Information

The complete Expenditure Plan and this report are available on the Alameda CTC website at www.AlamedaCTC.org. Copies of these publications and audits for each agency are available at the Alameda CTC offices at 1333 Broadway, Suites 220 & 300, Oakland, CA 94612, telephone 510-208-7400. Information on Measure B-funded program expenditures also appears on each jurisdiction's website.

CWC Members Fiscal Year 2010-2011

Name	Appointer
Pamela Belchamber	Alameda County Mayors' Conference, D-5
Roger Chavarin	Alameda Labor Council AFL-CIO
Peter Michael Dubinsky	Supervisor Nadia Lockyer, D-2
Thomas Gallagher	Alameda County Mayors' Conference, D-1
Arthur B. Geen	Alameda County Taxpayers Association
James Haussener	Supervisor Nate Miley, D-4
Jo Ann Lew	Alameda County Mayors' Conference, D-2
Erik Jensen	East Bay Bicycle Coalition
James Paxson	East Bay Economic Development Alliance
Harriette Saunders	Paratransit Advisory and Planning Committee
Hale Zukas	Supervisor Keith Carson
Vacancy	Alameda County Mayors' Conference, D-3
Vacancy	League of Women Voters
Vacancy	Alameda County Mayors' Conference, D-4
Vacancy	Sierra Club
Vacancy	Supervisor Wilma Chan, D-3
Vacancy	Supervisor Scott Haggerty, D-1

DRAFT 2000 Measure B Capital Projects Summary

CWC Meeting 06/13/11
Attachment 05A1

Projects	Project Name	Prior Year Project Phase *	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x Million)		
						Total Project Cost Estimate	2000 Expenditure Plan Measure B Commitment	Measure B Commitment as of FY2010/11 ¹
1	Altamont Commuter Express Rail	Construction	Construction	June 2003	TBD	405.7	10.0	13.2
2	BART Warm Springs Extension	Construction	Construction	September 2009	June 2014	890.0	165.5	224.4
3	BART Oakland Airport Connector	Construction (DBOM Procurement)	Construction	February 2010	June 2013	484.1	65.8	89.1
4	Downtown Oakland Streetscape Improvement	Construction on hold	Construction on hold	September 2007	June 2015	14.8	5.0	6.4
5	Fruitvale Transit Village	Complete	Complete	October 2002	March 2004	13.5	3.5	4.4
6	Union City Intermodal Station	Construction	Construction	June 2007	March 2011	47.0	9.2	12.6
7A ²	Telegraph Avenue Corridor Bus Rapid Transit	Environmental	Environmental	January 2013	September 2016	232.7	8.7	10.4
7B	San Pablo Corridor Rapid Bus	Complete	Complete	March 2008	December 2009	2.8	1.7	2.8
7C	Telegraph Avenue Corridor Rapid Bus	Complete	Complete	June 2005	December 2009	26.9	9.5	11.2
8A ³	I-680 Sunol Express Lanes - Southbound	Construction	Construction	October 2008	December 2011	29.9	11.1	15.2
8B ³	I-680 Sunol Express Lanes - Northbound	N/A	Environmental	January 2014	December 2015	TBD	14.7	20.0
9	Iron Horse Transit Route	Design	Design	TBD	TBD	11.1	4.5	6.3
10	I-880/Broadway-Jackson Interchange Improvement	Scoping	Scoping	N/A	N/A	TBD	6.0	8.1
11	I-880/Washington Avenue Interchange Improvement	Construction	Complete	April 2009	May 2010	2.7	1.1	1.3
12 ⁴	I-580/Castro Valley Interchanges Improvements	Construction	Complete	June 2008	September 2010	31.0	9.2	11.5
13/17B	Lewelling/East Lewelling Boulevard Widening and Hesperian Boulevard/Lewelling Boulevard Intersection Improvement	Construction	Construction	July 2009	December 2011	32.5	10.3	13.8
14A	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	Complete	Complete	March 2009	December 2009	2.5	1.2	2.5
14B	I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)	Design	Design	September 2011	June 2014	5.0	2.7	2.7
14C ⁵	I-580 EB Auxiliary Lane (El Charro Road to Airway Boulevard)	Construction	Construction	January 2009	November 2011	7.7	6.0	7.7
15	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Environmental	Design	July 2013	January 2015	27.0	19.5	27.0
16	Oakland Local Streets Rehabilitation	Complete	Complete	July 2004	December 2006	5.3	4.0	5.3
17A	Hesperian/Lewelling Boulevard Intersection Improvement - Stage 1	Complete	Complete	October 2003	June 2004	0.7	0.5	0.6
18A	Westgate Parkway Extension - Stage 1	Complete	Complete	June 2004	October 2006	7.9	6.6	7.9
18B	Westgate Parkway Extension	Design	Design	May 2011	September 2014	2.7	2.1	2.7
19	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	Design	Design and Right-of-Way	July 2011	April 2013	3.1	0.8	1.0
20	Newark Local Streets Rehabilitation	Complete	Complete	June 2003	February 2006	5.5	1.2	1.4
21 ⁵	I-238 Widening	Complete	Complete	September 2006	October 2009	131.8	66.0	81.0
22	I-680/I-880 Cross Connector Studies	Scoping	Scoping	N/A	N/A	2.5	1.0	1.2
23	Isabel Avenue - Route 84/I-580 Interchange	Construction	Construction	January 2009	April 2012	107.8	20.0	26.5
24	Route 84 Expressway	Design	Design	November 2011	October 2015	136.1	70.0	96.5
25 ⁶	Dumbarton Rail Corridor	Environmental	Environmental	TBD	TBD	700.7	14.7	19.4
26	I-580 Corridor/BART to Livermore Studies	Environmental	Environmental	N/A	N/A	TBD	8.7	11.8
27	Emerging Projects	N/A	N/A	N/A	N/A	0.0	7.6	6.2
27A ⁷	Vasco Road Safety Improvements	Complete	Complete	January 2005	June 2009	22.4	0.0	1.5
27B ⁷	I-80 Integrated Corridor Mobility	Design	Design	September 2011	May 2013	94.1	0.0	1.8
27C ⁷	I-880 North Safety and Operational Improvements at 23rd/29th Avenues	N/A	Scoping	N/A	N/A	101.7	0.0	0.8
27D ⁷	Countywide Transportation Plan-Transportation Expenditure Plan	N/A	Scoping	N/A	N/A	1,940.0	0.0	0.1
GRAND TOTAL ⁸						\$ 5,529.1	\$ 568.5	\$ 756.2

Notes

- ¹ Alameda CTC allocates Measure B funds by project phase; see fact sheets or the website for additional details.
- ² The Commission approved an extension on March 15, 2011, for environmental clearance by March 30, 2012.
- ³ Total Project Funding amount shown includes southbound Express Lane costs plus \$20M of Measure B remaining for northbound.
- ⁴ Project cost does not include 1986 Measure B funding for the I-580/Redwood Road Interchange Project component.
- ⁵ 2000 Measure B funding for Project 14C exchanged for State funds and made available for Project 21.
- ⁶ The Commission approved an extension on March 15, 2011, for environmental clearance by March 31, 2013, and the Commission approved the addition of a full funding plan on March 31, 2013
- ⁷ Project funded with the Congestion Relief Emergency Funds. Measure B total for project 27D is \$50,000.
- ⁸ Total project costs reflect a combination of Measure B funds and other funding sources.

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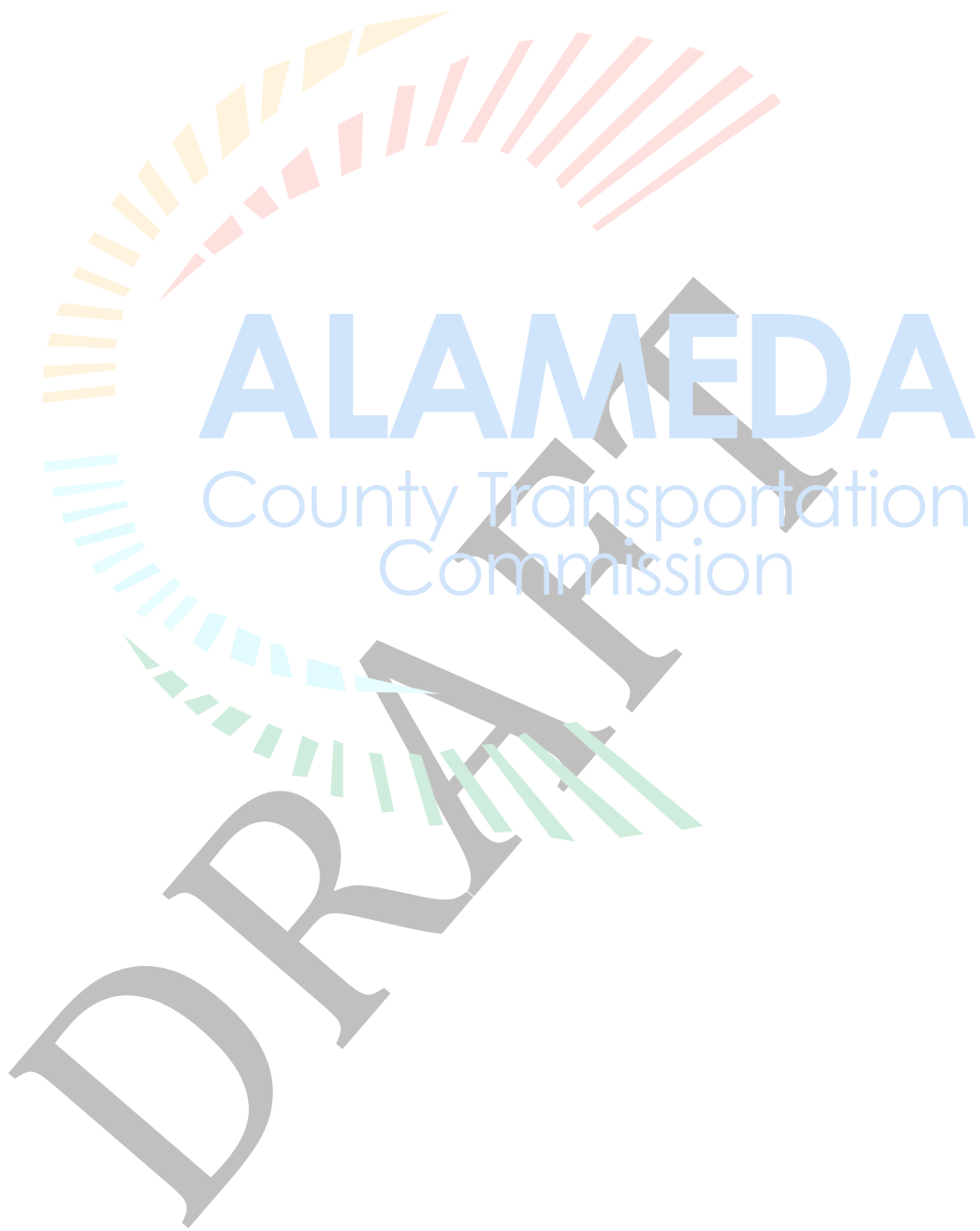
Compliance Report and Audit Summary

for the Pass-through Fund Program

Fiscal Year 2009-2010

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Compliance Report and Audit Summary

Pass-through Fund Program Fiscal Year 2009-2010 May 2011

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Introduction

The Alameda County Transportation Commission (Alameda CTC) disburses Measure B funds to Alameda County agencies and jurisdictions on a monthly basis. Alameda CTC maintains funding agreements with each agency/jurisdiction regarding these funds known as “pass-through funds.” Alameda CTC also allocates countywide funds through grants.

To stay in compliance and receive payment from Alameda CTC, each jurisdiction must submit an end-of-year compliance report and audit, and submit proof of 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:** A published article that highlights the program in either Alameda CTC’s newsletter or another newsletter of the jurisdiction’s choice.
- ◆ **Web Site:** Updated and accurate program information on a local jurisdiction or other website with a link to Alameda CTC’s website.
- ◆ **Signage:** Public identification of the program improvements as a benefit of the Measure B sales tax program.
- ◆ **Independent audit:** An independent audit in the jurisdiction’s standard audit report format.
- ◆ **Additional paratransit program requirements:** Local paratransit plans and budgets with local consumer input and governing body approval, and review by the Paratransit Advisory and Planning Committee (PAPCO) and Alameda CTC. Jurisdictions must also participate as a member of the Alameda CTC Paratransit Technical Advisory Committee to address planning, coordination, oversight, and reporting requirements, including annual reporting.

Each fiscal year, Alameda CTC requires that jurisdictions report their pass-through fund expenditures and grant fund usage along with their total project costs. This draft report summarizes the total Alameda CTC pass-through fund allocations and agency/jurisdiction expenditures for Fiscal Year 2009–2010 (FY 09-10).

The data within this report is based on the data in the compliance reports, Table 1 Attachments, and audit summaries and any updates that the agencies/jurisdictions submitted by April 2011, according to their interpretation of the reporting requirements and instructions within the documents. Alameda CTC has maintained the original data categories and dollar figures within this report, unless data was missing or redundant, and does not take responsibility for inaccurate data.

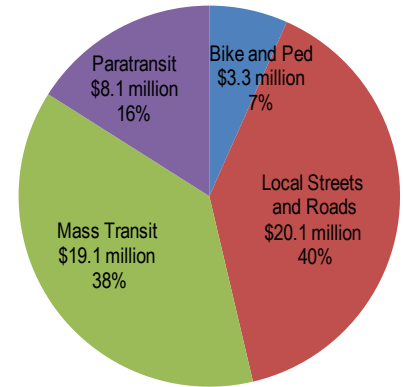
The original, individual reports with attachments and audits are available for review online at http://www.actia2022.com/app_pages/view/33.

Fiscal Year 2009-2010 Overall Pass-through Program Summary

The Alameda CTC disburses Measure B pass-through program funds on a monthly basis to Alameda County agencies and jurisdictions. The jurisdictions that also receive grants report their grant fund expenditures to the Commission as “Other Measure B” expenditures.

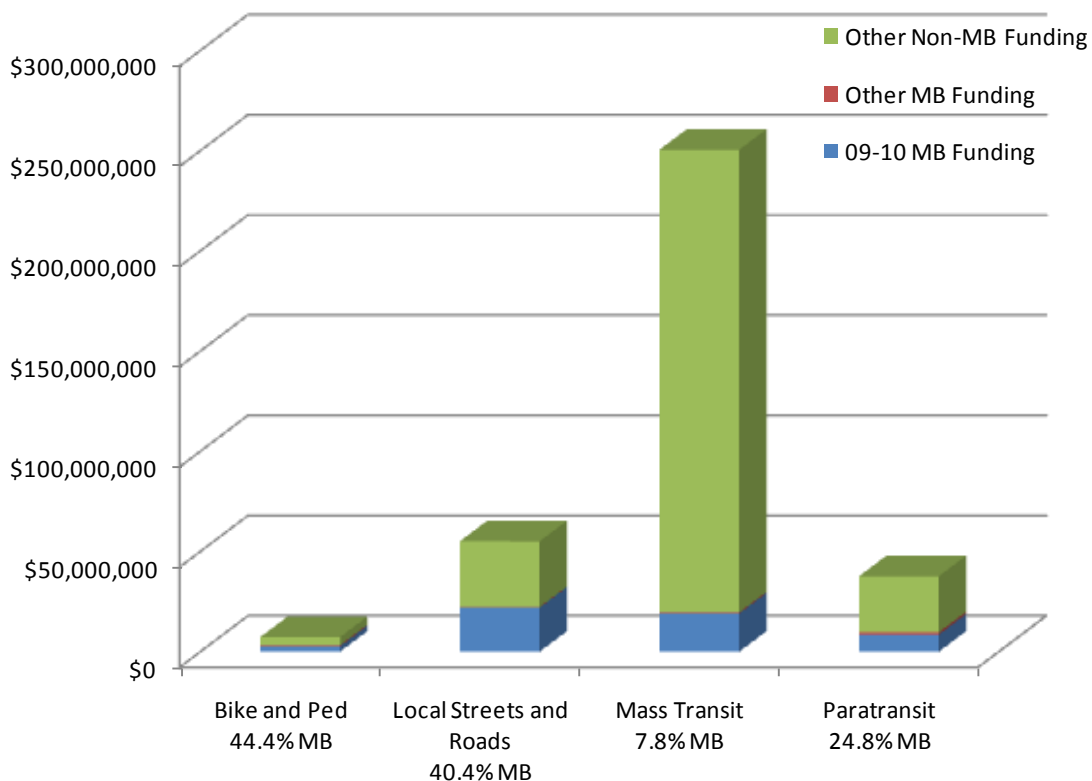
In FY 09-10, Alameda CTC provided a total of \$50,808,873 in pass-through funding, and program stabilization funds totaling \$656,910. This Measure B allocation, along with grant reimbursements for four main types of programs funded approximately 75 bicycle and pedestrian projects, 179 local streets and roads projects, 12 mass transit projects, and 44 paratransit projects, and covered an average of 29 percent of the total costs for all reported program projects. The table below shows the total project costs and Measure B expenditures for each of the four program areas; the overall total project costs reported were \$351,953,288.

Alameda CTC Allocated \$50,808,873 in Pass-through Program Funds



Jurisdictions rely on Measure B funds for numerous types of projects: bikeways, bicycle parking facilities, and pedestrian crossing improvements; installation of signage, guardrails, and traffic signals and lights, sidewalk and ramp repairs, and street resurfacing and maintenance; bus, rail, and ferry services; and individual demand-response trips, shuttle and fixed route trips, and meal delivery and other programs for seniors and people with disabilities.

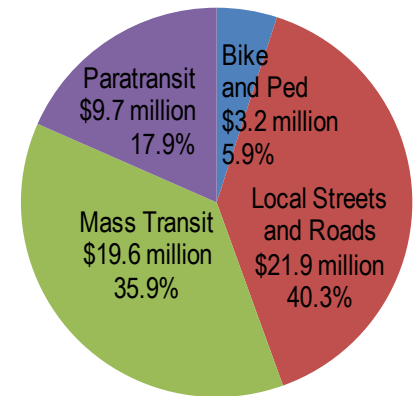
FY 09-10 Programs Total Project Costs and Percentage Measure B (MB) of Total



Overall Pass-through Program Summary *cont'd*

For FY 09-10, the agencies/jurisdictions reported in their compliance report forms Measure B expenditures of \$54.5 million (and reported \$54.7 million in their Table 1 Attachments), including pass-through funds, grants, and stabilization funds. Jurisdictions spent about 40 percent on local streets and roads, 36 percent on mass transit, 18 percent on paratransit, and 6 percent on bicycle/pedestrian projects.

Total Measure B Funds Expended by All Jurisdictions in FY 09-10:
\$54.5 million



Expenditures and Reserves

In FY 09-10, the jurisdictions reported that they received a total of \$51,488,831 in Measure B revenues, just over \$13 million in interest/other income, and spent \$54.5 million total. According to Alameda CTC's auditors, the Commission allocated a total of \$ 51,465,783 (\$50,808,873 in pass-through funds plus \$696,910 in program stabilization funds) during that timeframe.

Revenue Totals for All Programs for Each Agency/Jurisdiction

Agency/Jurisdiction	08-09 Unspent MB Balance	09-10 MB Revenues	Interest/Other Income	MB Expended in 09-10	Ending MB Balance
AC Transit	\$6,403	\$19,723,388	\$395,370	\$20,118,758	\$6,403
BART	\$0	\$1,628,617	\$8,417,147	\$1,628,617	\$0
LAVTA	\$0	\$738,792	\$2,166,314	\$1,280,114	\$0
Alameda County	\$8,652,380	\$2,291,147	\$29,926	\$1,096,901	\$9,876,552
ACE	\$2,298,073	\$1,911,217	\$12,913	\$1,936,980	\$2,285,223
City of Alameda	\$4,006,850	\$2,228,614	\$49,376	\$1,508,037	\$4,776,803
City of Albany	\$8,162	\$337,560	\$585	\$313,824	\$32,483
City of Berkeley	\$1,603,273	\$2,382,371	\$154,317	\$2,321,878	\$1,818,083
City of Dublin	\$1,314,593	\$398,611	\$35,088	\$592,547	\$1,155,745
City of Emeryville	\$268,272	\$224,926	\$5,299	\$28,723	\$469,774
City of Fremont	\$4,970,274	\$2,665,343	\$139,688	\$2,705,385	\$5,069,919
City of Hayward	\$2,020,295	\$2,503,573	\$614,830	\$2,021,630	\$3,117,067
City of Livermore	\$1,873,134	\$898,681	\$30,960	\$1,171,508	\$1,631,267
City of Newark	\$1,270,327	\$553,874	\$26,171	\$1,160,223	\$690,147
City of Oakland	\$14,671,267	\$9,315,720	\$250,871	\$11,983,470	\$12,337,886
City of Piedmont	\$408,511	\$326,261	\$0	\$420,260	\$314,512
City of Pleasanton	\$1,840,807	\$774,923	\$415,012	\$852,346	\$1,778,048
City of San Leandro	\$3,072,711	\$1,360,136	\$193,543	\$2,613,316	\$2,036,436
City of Union City	\$2,877,572	\$1,225,077	\$471,046	\$791,983	\$3,349,729
Total	\$51,162,902	\$51,488,831	\$13,408,455	\$54,546,501	\$50,746,077

Notes:

- ¹ The table above reflects the total MB spent, based on analysis of the PDF report form, Table 1 attachment, and audit.
- ² Not all agencies reported stabilization or minimum service level funds as part of their Measure B expended in 09-10. Some included this as Interest/Other Income but did not include it in the total spent.
- ³ AC Transit reported an ending MB balance of zero, and did not include stabilization of \$395,370 as part of the total MB expended in this chart.
- ⁴ City of Oakland has a considerable LSR reserve, but this has been declining over the years and is average for all jurisdictions (Oakland receives a considerable allocation due to its population size).
- ⁵ City of Pleasanton reported MB paratransit expenditures of \$472,882.21 in the compliance report and \$72,541 in the Table 1 Attachment and audit, so \$72,541 is included in the chart above.
- ⁶ The expenditures throughout this report vary slightly due to number rounding.

Overall Pass-through Program Summary *cont'd*

The agencies and jurisdictions relied on reserves from previous years to cover costs in FY 09-10. Their reported Measure B expenditures include a portion of their \$51.1 million in FY 08-09 reserves. Their remaining FY 09-10 unspent balance was reported as \$50.7 million. The individual profiles that appear later in this report document the FY 08-09 reserves, interest, and FY 09-10 expenditures for each agency/jurisdiction.

Funding Comparison of FY 08-09 to FY 09-10

In comparing the \$50.8 million in pass-through funds that Alameda CTC allocated in FY 09-10 to the \$54.5 million allocated in FY 08-09, Measure B allocations decreased by \$3.6 million, a decrease of approximately 6.7 percent. The jurisdictions' pass-through fund expenditures, including grants and stabilization funding, decreased by \$10.5 million, meaning they used reserve Measure B dollars to help cover costs. Total Measure B spending decreased by the following amounts for all four programs: local streets and roads (-\$3.8 million), bicycle and pedestrian safety (-\$3.2 million), mass transit (-\$3.3 million), and paratransit (-\$102,942). These decreases reflect the depressed economy.

FY 09-10 and FY 08-09 Measure B Expenditure Comparison

	Measure B Pass-through Funds Expended in FY 09-10	Other Measure B Funds Expended on Project in FY 09-10 (i.e., grants, etc.)	Measure B Pass-through Funds Expended in FY 08-09	Other Measure B Funds Expended on Project in FY 08-09 (i.e., grants, etc.)	Difference in Total Expenditures
Bike/Ped	\$2,689,073.92	\$527,630.35	\$3,954,012.02	\$2,466,335.63	-\$3,203,643.38
Local Streets	\$21,992,619.82	\$256,060.65	\$24,849,646.23	\$1,289,421.27	-\$3,890,387.03
Mass Transit	\$19,077,755.11	\$528,946.78	\$20,581,168.21	\$2,372,368.46	-\$3,346,834.78
Paratransit	\$8,543,502.03	\$1,147,657.05	\$9,169,682.38	\$624,418.44	-\$102,941.74
TOTAL	\$52,302,950.88	\$2,460,294.83	\$58,554,508.84	\$6,752,543.80	-\$10,543,806.93

Measure B Expenditures by Transportation Mode

Within the four main programs, Measure B funded several types of transportation modes:

- ◆ **Bicycle and Pedestrian:** About 51 percent funded pedestrian projects and just over 41 percent of bicycle and pedestrian program funds went toward bicycle and pedestrian projects, and approximately 8 percent funded bicycle projects.
- ◆ **Local Streets and Roads:** The majority of local streets and roads funding went to streets and roads projects (72 percent). About 21 percent funded other projects including ongoing maintenance and project administration, 7 percent funded bicycle and pedestrian projects, and less than 1 percent funded mass transit (bus stop facility maintenance).
- ◆ **Mass Transit:** The majority of mass transit funds supported bus operations (87 percent). About 10 percent funded rail service, and 3 percent funded ferry transportation.
- ◆ **Paratransit:** The jurisdictions reported expenditures of 66 percent of paratransit funds on services for people with disabilities, 33 percent funded services for seniors and people with disabilities, and 1 percent funded Meals on Wheels.

The top transportation modes that agencies/jurisdictions spent their Measure B funds on are bus operations (\$17 million), local streets and roads projects (\$15.9 million), and paratransit services for people with disabilities (\$6.4 million).

FY 09-10 Measure B Expenditures by Transportation Mode									
	Bike/Ped Fund	Percent Bike/Ped Fund	Local Streets & Roads Fund	Percent LSR Fund	Mass Transit Fund	Percent Mass Transit Fund	Paratransit Fund	Percent Paratransit Fund	Total Expenditures
Bike	\$260,210	8.09%							\$260,210
Bike/Ped	\$1,332,306	41.42%	\$1,631,277	7.33%					\$2,963,583
Ped	\$1,624,189	50.49%							\$1,624,189
Mass Transit ¹			\$77,161	0.35%					\$77,161
Streets/Roads			\$15,941,868	71.65%					\$15,941,868
Bus					\$17,049,778	86.96%			\$17,049,778
Ferry					\$619,944	3.16%			\$619,944
Rail					\$1,936,980	9.88%			\$1,936,980
Disabled Services							\$6,421,303	66.26%	\$6,421,303
Meals on Wheels							\$103,460	1.07%	\$103,460
Senior/Disabled Services							\$3,166,396	32.67%	\$3,166,396
Other ²			\$4,598,374	20.67%					\$4,598,374
TOTAL	\$3,216,704	100.00%	\$22,248,680	100%	\$19,606,702	100.00%	\$9,691,159	100.00%	\$54,763,246

¹The local streets and roads funds categorized as “mass transit” paid for bus stop facility maintenance and staff participation in the environmental and preliminary design of the BART Warm Springs Extension and the Dumbarton Rail Project.

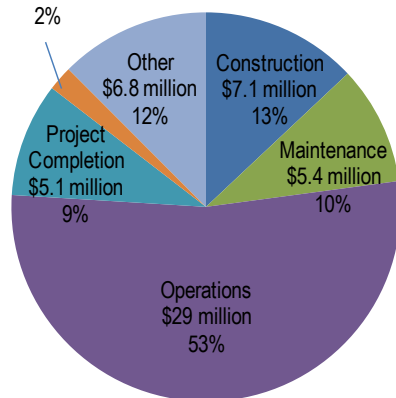
²The local streets and roads funds categorized as “other” paid for administration of maintenance programs throughout Alameda County, along with audits, customer service, and software implementation; as well as construction staffing for repairs after a landslide in 2009.

See Appendix A for more information on the transportation modes and categories of projects that agencies/jurisdictions referenced in their reports.

Overall Measure B Expenditures by Phase

The jurisdictions reported expenditures of about 53 percent of Measure B funds on operations. These dollars have been critical in allowing agencies and jurisdictions to provide a certain level of service, despite experiencing severe cutbacks from other sources. Jurisdictions spent the remainder of the funds on other

Scoping, Feasibility, Planning
\$1.1 million
2%



project phases including approximately 13 percent on construction; 12 percent on other, which includes personnel services, operating, and maintenance costs; 10 percent on maintenance, 9 percent on completing projects, and 2 percent on project scoping, feasibility, and planning.

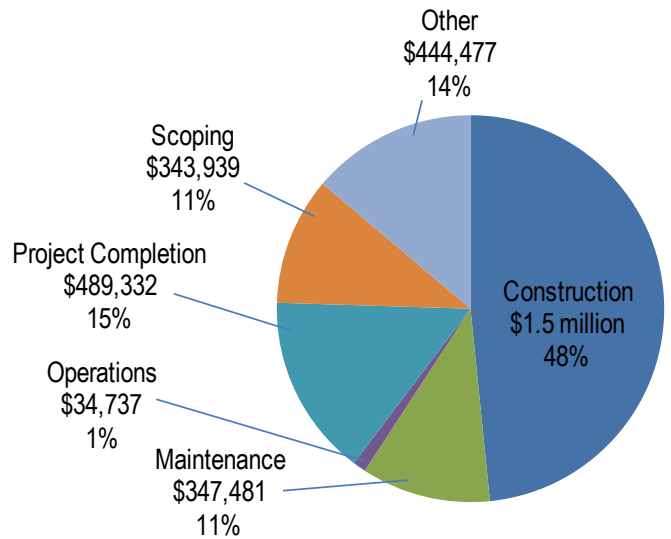
The chart shows overall expenditures by phase for all four programs. In fiscal year 2009-2010, none of the jurisdictions reported expenditures for the “environmental” project phase.

Bicycle and Pedestrian Safety Expenditures by Phase

The 19 agencies reported that they spent almost half of their bicycle and pedestrian Measure B funds on new construction; 15 percent on project completion; 14 percent on other, including education and promotion, safety improvements, sidewalks and ramps, and pedestrian crossing improvements; 11 percent each on scoping and maintenance; and 1 percent on operations.

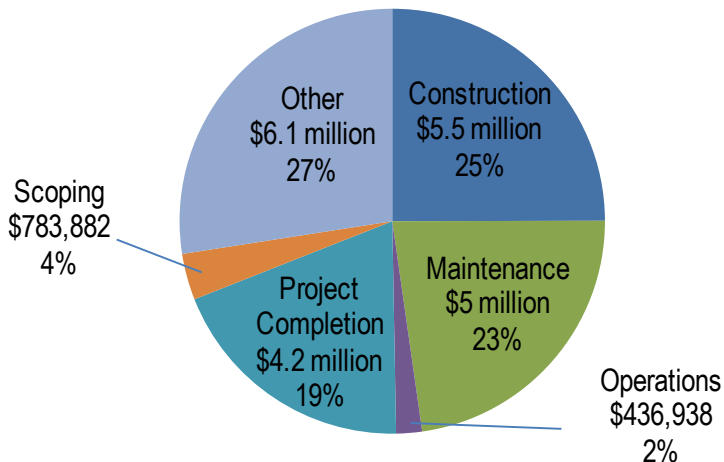


Bike/Ped Funds Expended by Phase for All Jurisdictions



Local Streets and Roads Expenditures by Phase

Local Streets Funds Expended by Phase for All Jurisdictions



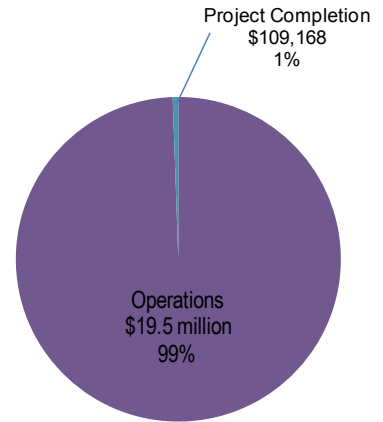
The agencies/jurisdictions reported expenditures of over \$6.1 million on other (27 percent of Measure B funds), including a variety of project costs from maintenance, staffing, and administration to neighborhood traffic safety. Other expenditures include one quarter of their Measure B funds on construction (25 percent); 23 percent on maintenance; 19 on project completion; 4 percent on project scoping; and 2 percent on operations (\$436,938).

Mass Transit Expenditures by Phase

Approximately 99 percent (\$19.5 million) of the mass transit Measure B funds were spent on transit operations including bus, train, and ferry. The transit agencies and jurisdictions spent the other 1 percent on project completion.

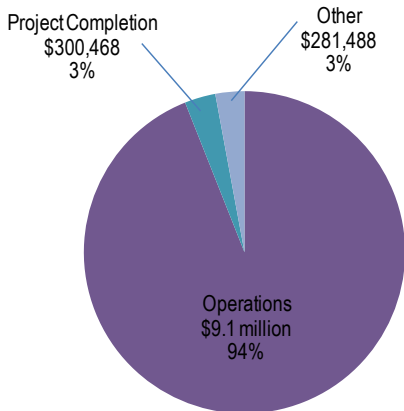


Mass Transit Funds Expended by Phase for All Jurisdictions

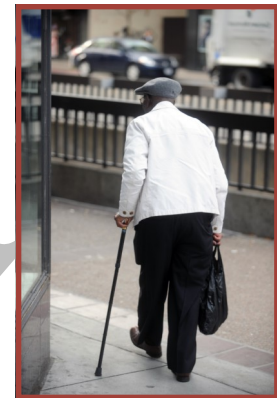


Paratransit Expenditures by Phase

Paratransit Funds Expended by Phase for All Jurisdictions



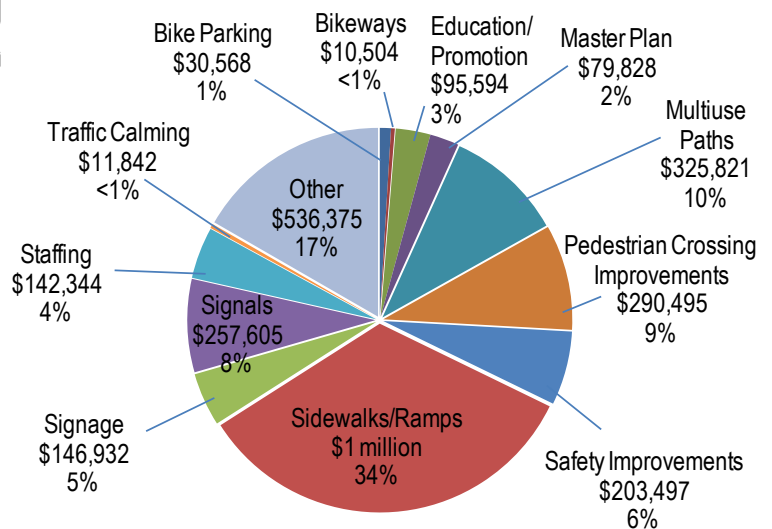
Approximately 94 percent (\$9.1 million) of the paratransit Measure B funds were spent on paratransit service operations. The local jurisdictions spent 3 percent (\$300,468) on project completion, and reportedly spent 3 percent (\$281,488) on other, including group trips, shuttle service, individual demand-response trips, and meal delivery.



Bicycle and Pedestrian Safety Expenditures by Type

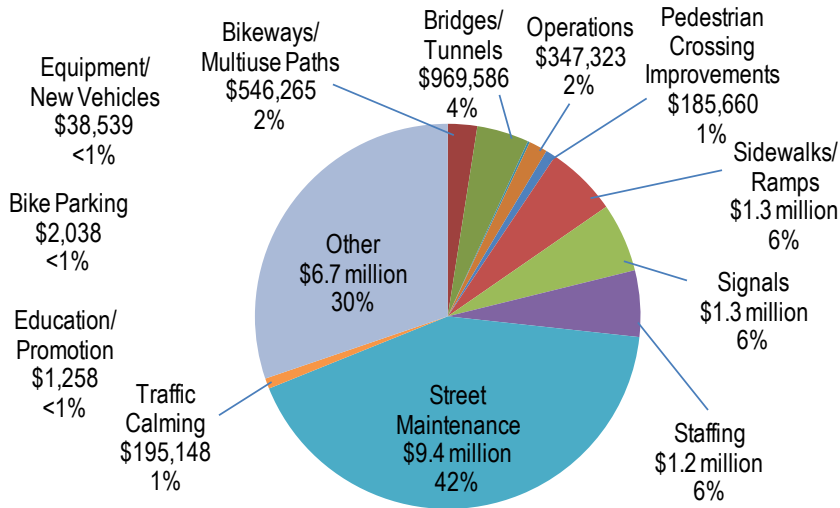
Measure B supports a wide variety of project types. The 19 agencies reported that they spent over one-third of their bicycle and pedestrian Measure B funds (\$1 million) on sidewalk and ramp-type projects and 17 percent on other, much of which supported the construction phase of projects, including bikeway and bike facilities design, sidewalk and ramp repair, staff administration, and outreach. Other considerable expenditures include 10 percent on multiuse paths, 9 percent on pedestrian crossing improvements, 8 percent on signals, 6 percent on safety improvements, 5 percent on signage, and just under \$100,000 on education and promotion.

Bike/Ped Funds Expended by Type for All Jurisdictions



Local Streets and Roads Expenditures by Type

Local Streets Funds Expended by Type for All Jurisdictions

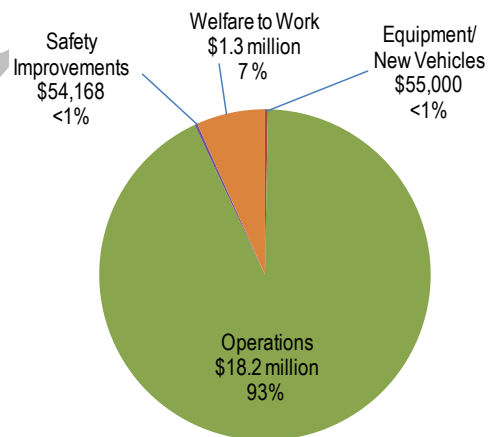


Measure B local streets and roads dollars were also used for a wide variety of project types. Reported by type, the agencies/jurisdictions spent over \$9.4 million on maintenance (42 percent); and 30 percent on “other” for a variety of project phases such as construction, maintenance, operations, and other, including expenditures administration and facilities maintenance. Additional expenditures include 6 percent each on sidewalks and ramps, signals, and staffing; just under \$100,000 on bridges and tunnels; 2 percent on bikeways and multiuse paths; and 1 percent on pedestrian crossing improvements and traffic calming.

Mass Transit Expenditures by Type

The agencies were asked to report on four types of mass transit Measure B expenditures: operations, equipment and new vehicles, safety improvements, and the Welfare to Work program. They reportedly spent approximately 93 percent (\$18.2 million) of their mass transit Measure B funds on transit operations; 7 percent (\$1.3 million) on Welfare to Work; and less than 1 percent on equipment and new vehicles, and safety improvements.

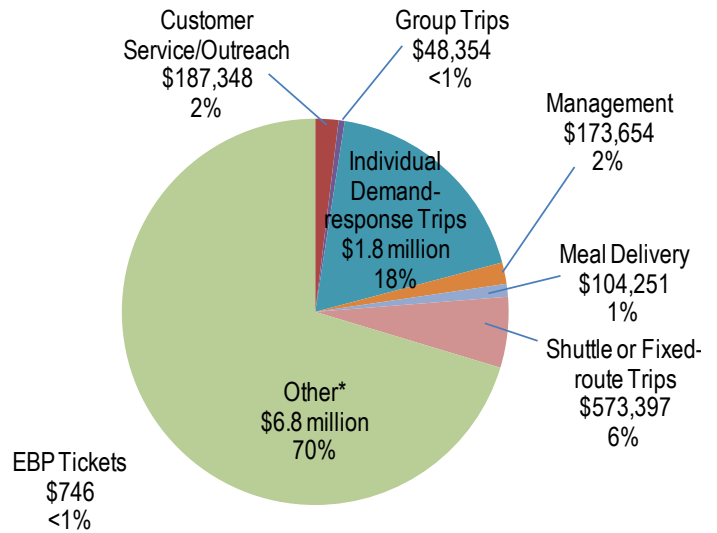
Mass Transit Funds Expended by Type for All Jurisdictions



Paratransit Expenditures by Type

When asked to report their paratransit Measure B expenditures by type, the agencies/jurisdictions categorized a considerable portion of their expenditures (\$6.8 million) as other, which includes \$4.1 million reported by AC Transit and \$1.5 million reported by BART for East Bay Paratransit operations.* Other expenditures by type include 18 percent (\$1.8 million) for individual demand-response trips; 6 percent for shuttle or fixed-route trips; 2 percent each on customer service and outreach, and program management; just over \$100,000 on meal delivery; and less than 1 percent on group trips and purchase of East Bay Paratransit tickets.

Paratransit Funds Expended by Type for All Jurisdictions

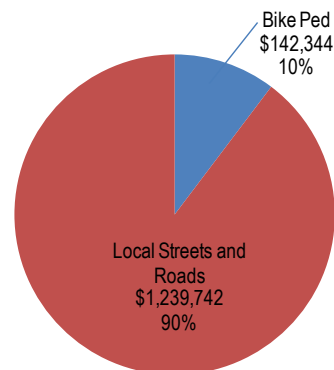


Measure B Staffing Expenditures

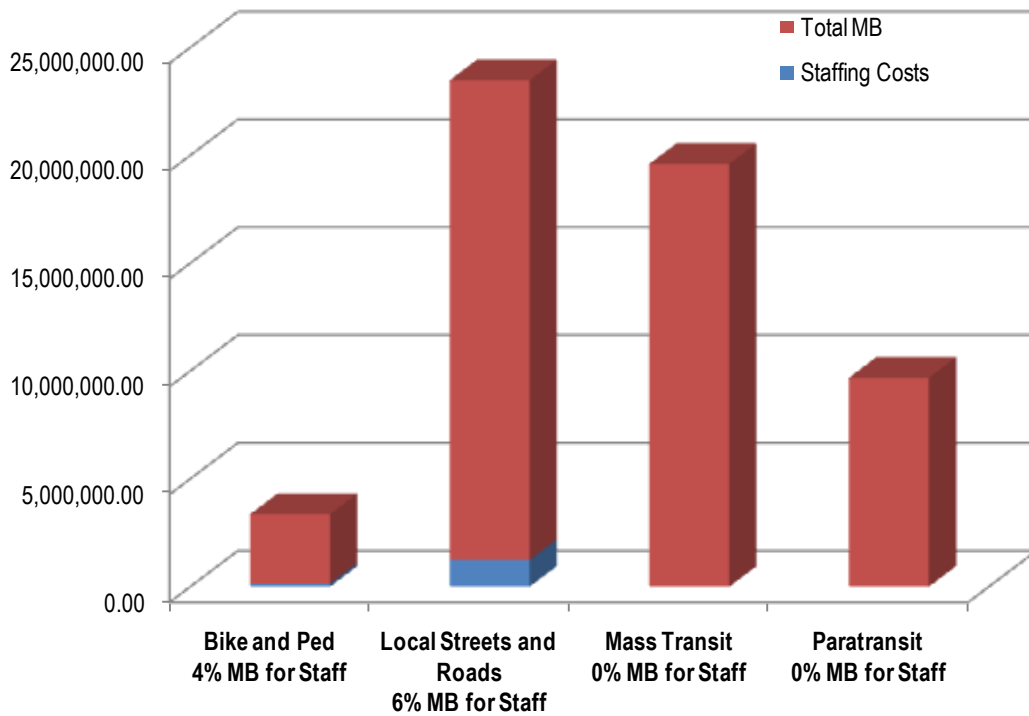
A small portion of the total \$54.7 million in Measure B expenditures was reported to cover the cost of project or program staff. The agencies/jurisdictions spent \$1.3 million total on staffing, an average of 3 percent of the total Measure B expenditures. This number decreased by \$1.8 million as compared to the \$3.1 million in staff costs reported in FY 08-09. The majority of the FY 09-10 funds, \$1.2 million (90 percent), covered staffing for local streets and roads projects, as compared to \$2.2 million (68 percent) in the prior fiscal year. The rest of the staff dollars, \$142,344 (10 percent) was reportedly spent on bicycle and pedestrian safety projects.



FY 09-10 Programs Total Staffing Costs by Type for All Jurisdictions



By project type, the agencies/jurisdictions reported staff expenditures only for bicycle and pedestrian safety and local streets and roads programs. The percentage of total Measure B funds for staff appears below.



See Appendix A for more information on the types of projects that agencies/jurisdictions referenced in their reports.



Alameda-Contra Costa Transit District (AC Transit)

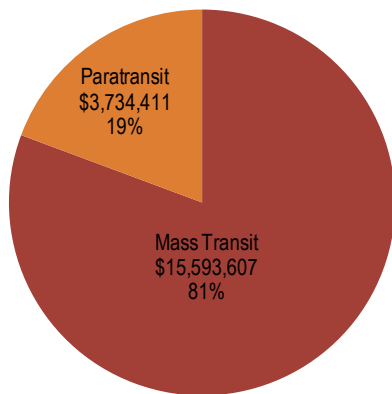
Date audit submitted: 12/23/10
Date report submitted: 12/30/10
Program compliance:

Contact: Lewis Clinton, Chief Finance Officer
 510-891-4752
 lclinton@actransit.org

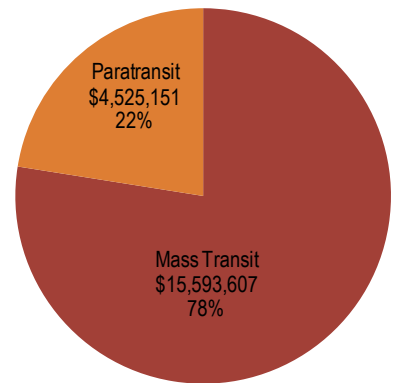
- ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided a total of \$19.3 million in pass-through funds to AC Transit for mass transit and paratransit programs. During FY 09-10, AC Transit expended \$15.6 million of Measure B mass transit funds on bus operations, and \$4.5 million on paratransit operations, leveraging these funds for projects that cost \$250.7 million total.

**\$19,328,018 Total FY 09-10
 Measure B Allocation to AC Transit**

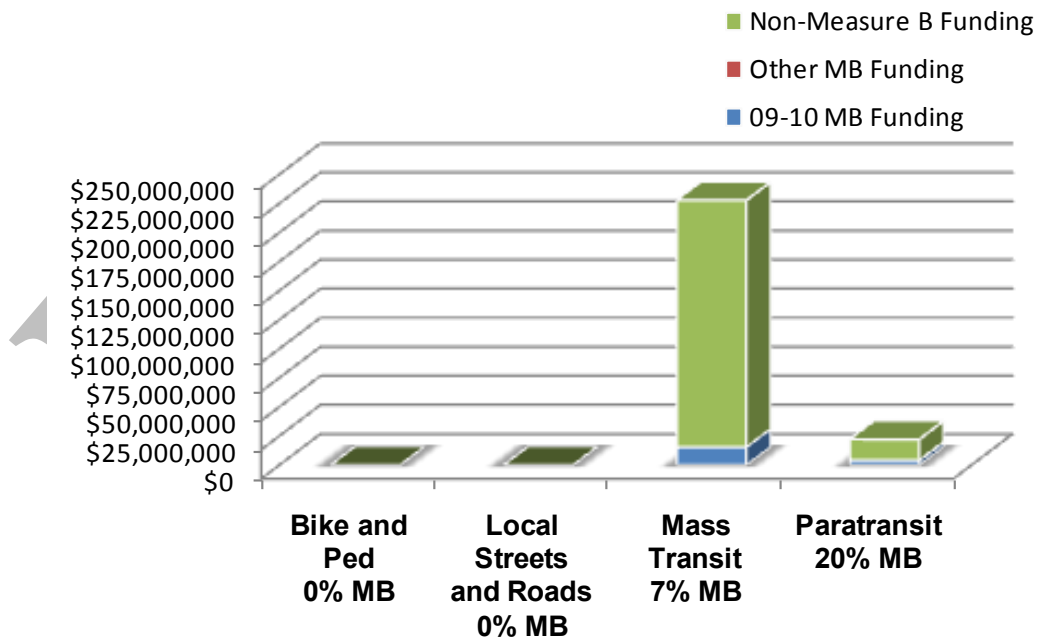


**\$20,118,758 Total FY 09-10
 Expenditures of Pass-through/
 Other Measure B Funds**



Measure B funds covered 7 percent of total mass transit costs and 20 percent of total paratransit costs.

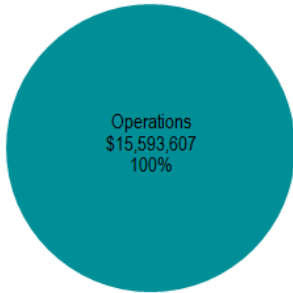
**FY 09-10 Programs Total Project Cost and Percentage
 Measure B (MB) of Total**



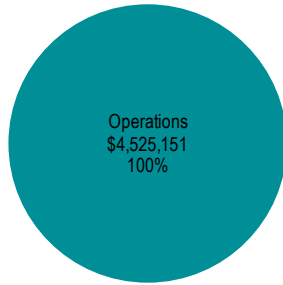
AC Transit Measure B Expenditures and Reserves

AC Transit reported 100 percent of mass transit fund and paratransit fund expenditures on the operations phase of projects. By project type, 92 percent of mass transit expenditures funded operations, and 8 percent (\$1.4 million) funded the Welfare to Work Program. AC Transit reported 100 percent of paratransit funds for “other” type projects, specified as East Bay Paratransit operations.

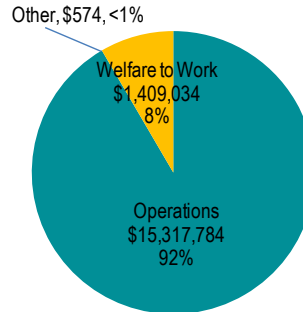
Mass Transit by Phase



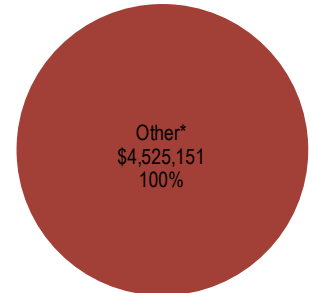
Paratransit by Phase



Mass Transit by Type



Paratransit by Type



AC Transit reported an unspent FY 08-09 balance of \$6,403 for bicycle and pedestrian safety programs, and did not report any bicycle and pedestrian safety expenditures, resulting in a remaining Measure B balance of \$6,403 for FY 09-10.

* The other reported by AC Transit is for East Bay Paratransit operations.

AC Transit Measure B Expenditures and Reserves

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$6,403.00	\$0.00	\$0.00	\$0.00	\$6,403.00
Mass Transit	\$0.00	\$15,593,607.00	\$0.00	\$15,593,607.00	\$0.00
Paratransit	\$0.00	\$4,129,781.00	\$395,370.00	\$4,525,151.00	\$0.00
Total	\$6,403.00	\$19,723,388.00	\$395,370.00	\$20,118,758.00	\$6,403.00

Note: The ending MB balance for the bicycle and pedestrian program and the \$395,370 in paratransit stabilization funds shown above are additions to AC Transit's compliance report.

AC Transit relies on Measure B funds to support its bus operations in Northern, Central, and Southern Alameda County, and Americans with Disabilities Act (ADA) paratransit operations throughout the county.

Sample projects:

- ◆ In FY 09-10, AC Transit's fixed-route transit operations in Alameda County provided 53,594,114 trips funded by Measure B.
- ◆ AC Transit reported East Bay Paratransit services for 490,556 one-way passenger trips in the East Bay, and Measure B funded 86,828 of these trips.
- ◆ AC Transit's Welfare to Work program provides mobility and job access in the evening and late evening.

San Francisco Bay Area Rapid Transit District (BART)

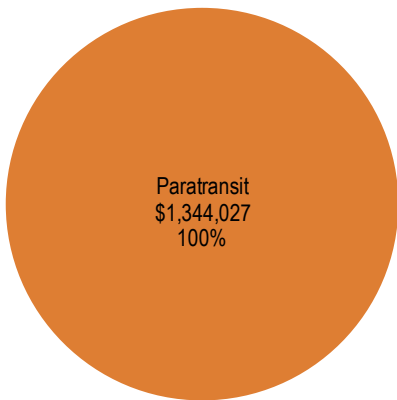
Date audit submitted: 12/23/10
Date report submitted: 12/30/10
Program compliance:

Contact: Ed Pangilinan, Assistant Controller
 510-464-6929
 epangil@bart.gov

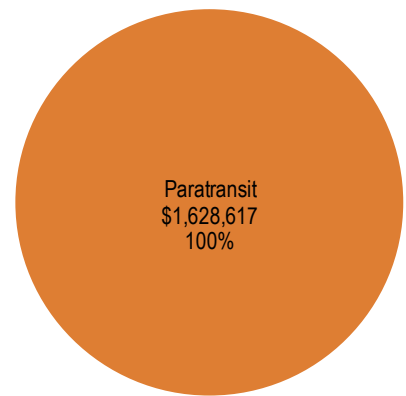
ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided a total of \$1.3 million in pass-through funds to BART for paratransit programs. During FY 09-10, BART expended \$1.6 million of Measure B paratransit funds on East Bay Paratransit operations, leveraging these funds for projects that cost \$9.8 million total.

\$1,344,027 Total FY 09-10 Measure B Allocation to BART

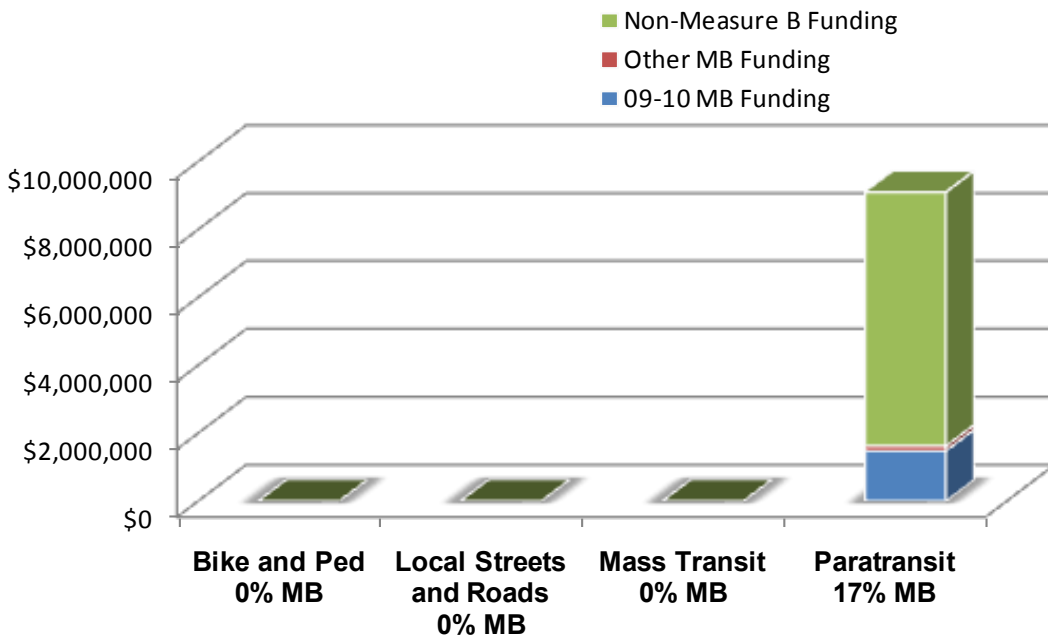


\$1,628,617 Total FY 09-10 Expenditures of Pass-through/ Other Measure B Funds



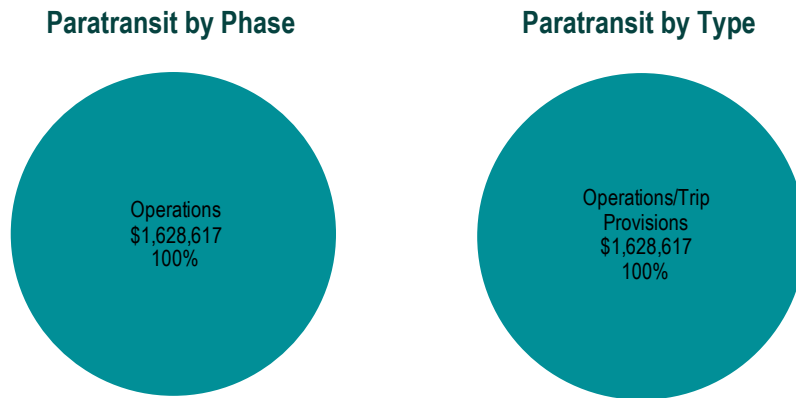
Measure B funds covered 17 percent of total paratransit transit costs .

FY 09-10 Programs Total Project Cost and Percentage Measure B (MB) of Total



BART Measure B Reserves and Expenditures

BART reported 100 percent of paratransit fund expenditures on the operations phase of projects, and reported 100 percent of paratransit expenditures by project type, on operations/trip provision for East Bay Paratransit services.



BART reported an unspent FY 08-09 balance of zero and a remaining FY 09-10 Measure B balance of zero.

BART Measure B Expenditures and Reserves					
Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Paratransit	\$0.00	\$1,628,617.00	\$8,417,147.00	\$1,628,617.00	\$0.00
Total	\$0.00	\$1,628,617.00	\$8,417,147.00	\$1,628,617.00	\$0.00

Measure B funds support BART's paratransit program, which provides transportation services for people with disabilities in Northern and Central Alameda County.

Program highlights:

- ◆ BART reported East Bay Paratransit service for 220,398 one-way passenger trips in the East Bay, and Measure B funded 31,297 of these trips.
- ◆ East Bay Paratransit service is pre-scheduled, and the shared rides are provided in lift vans or sedans and occasionally taxis.



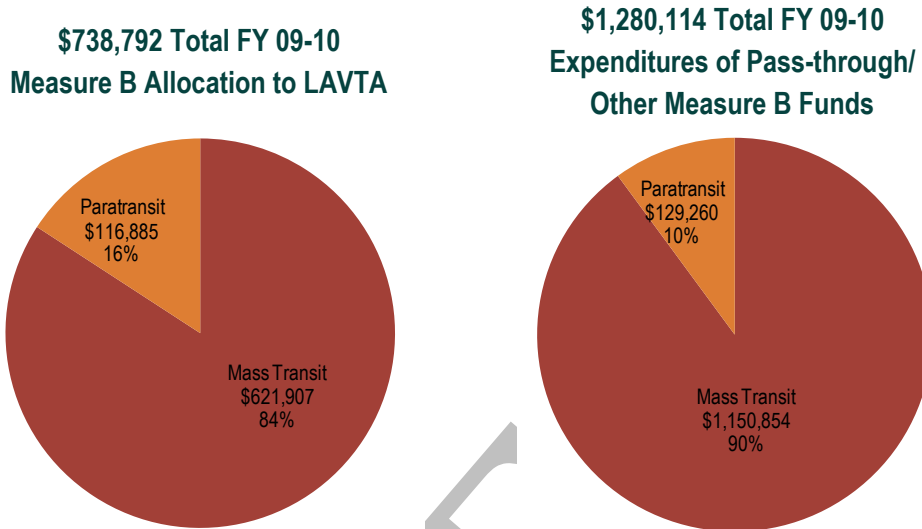
Livermore Amador Valley Transit Authority (LAVTA)

Date audit submitted: 11/15/10
Date report submitted: 11/17/10
Program compliance:

Contact: Beverly Adamo,
 Director of Administrative Services
 925-455-7555

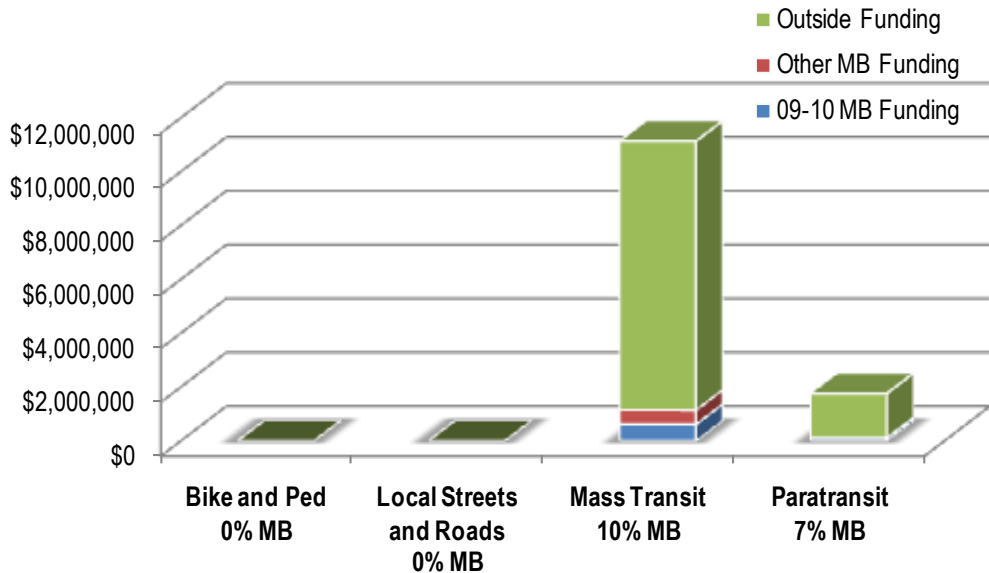
ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided a total of \$738,792 in pass-through funds to LAVTA for mass transit and paratransit programs. During FY 09-10, LAVTA expended just under \$1.2 million of Measure B mass transit funds on bus operations, and \$129,260 on paratransit operations for ADA-eligible riders, leveraging these funds for projects that cost \$12.9 million total.



Measure B funds covered 10 percent of total mass transit costs and 7 percent of total paratransit costs.

FY 09-10 Programs Total Project Cost and Percentage Measure B (MB) of Total



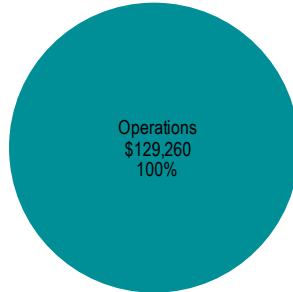
LAVTA Measure B Expenditures and Reserves

By project phase, LAVTA reported 100 percent of mass transit fund and paratransit fund expenditures on operations. By protect type, LAVTA also reported 100 percent of the mass transit expenditures on operations, and 100 percent of paratransit expenditures on individual demand-response trips.

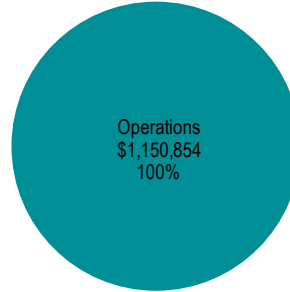
Mass Transit by Phase



Paratransit by Phase



Mass Transit by Type



Paratransit by Type



LAVTA reported an unspent FY 08-09 balance of zero and a remaining FY 09-10 Measure B balance of zero.

LAVTA Measure B Expenditures and Reserves

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Mass Transit	\$0.00	\$621,906.77	\$528,946.78	\$1,150,853.55	\$0.00
Paratransit	\$0.00	\$116,885.27	\$1,637,366.96	\$129,260.27	\$0.00
Total	\$0.00	\$738,792.04	\$2,166,313.74	\$1,280,113.82	\$0.00

Measure B funds subsidize LAVTA's WHEELS fixed-route bus operations and its Dial-a-Ride paratransit program. People in the Tri-Valley communities of Dublin, Livermore, and Pleasanton rely on both types of transit service.

Project highlights:

- ◆ In FY 09-10, WHEELS fixed-route bus service provided 1.7 million passenger trips, and Measure B funded 80,054 of these trips.
- ◆ WHEELS Dial-a-Ride provided 61,619 one-way passenger trips, and Measure B funded 5,422 of these trips.



Alameda County

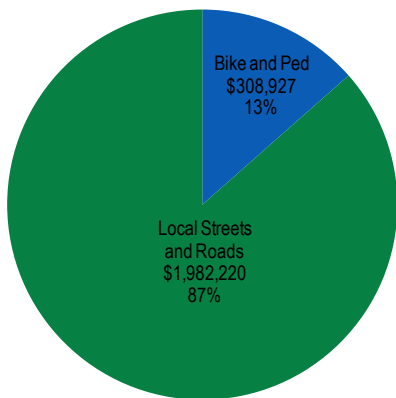
Date audit submitted: 12/23/10
Date report submitted: 12/29/10
Program compliance:

Contact: Keith Whitaker, Management Services Administration and Chief Financial Officer
 510-670-5461 dan@acpwa.org

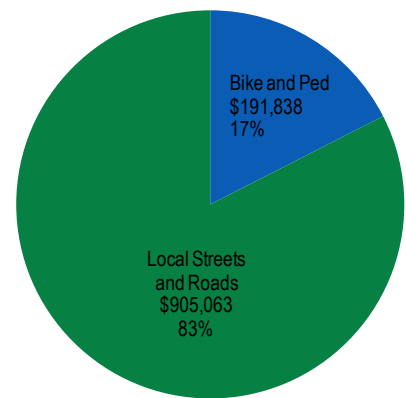
- ACTIA Signage
 Audit
 Newsletter Article
 Web Copy

In FY 09-10, Alameda CTC provided over \$2.2 million in pass-through funds to Alameda County for bicycle and pedestrian safety and local streets and roads (and bridges) programs. In FY 09-10, Alameda County spent \$191,838 of on bicycle and pedestrian projects, and \$905,063 on local streets and roads projects, leveraging these funds for projects that cost \$5.9 million total.

\$2,291,147 Total FY 09-10 Measure B Allocation to Alameda County

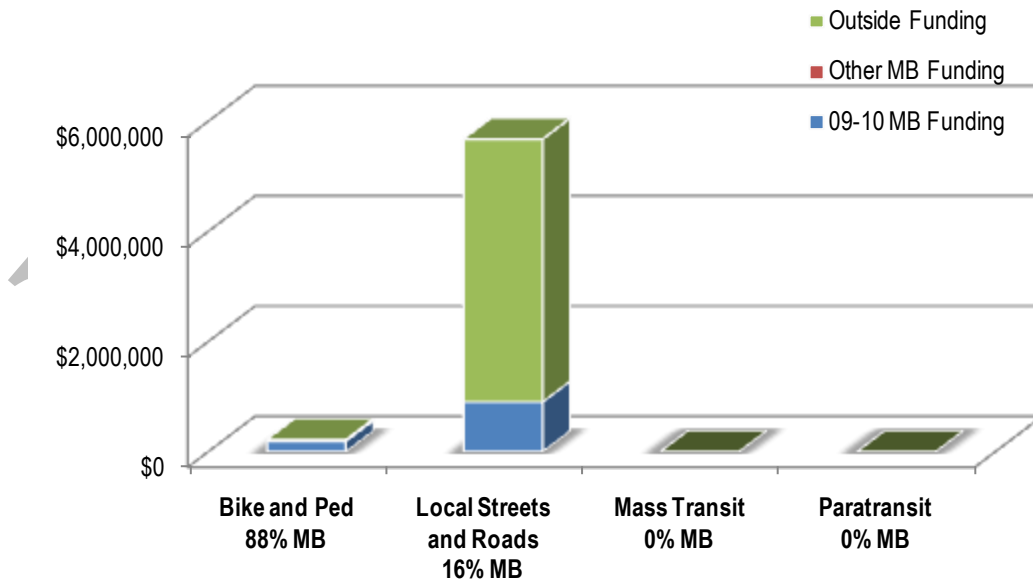


\$1,096,901 Total FY 09-10 Expenditures of Pass-through/ Other Measure B Funds



Measure B funds covered 88 percent of total bicycle and pedestrian costs and 16 percent of total local streets and roads costs.

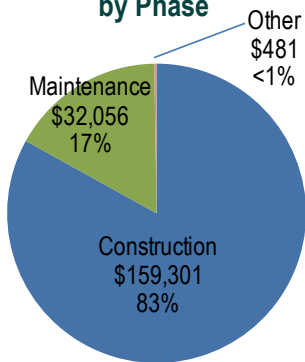
FY 09-10 Programs Total Project Cost and Percentage Measure B (MB) of Total



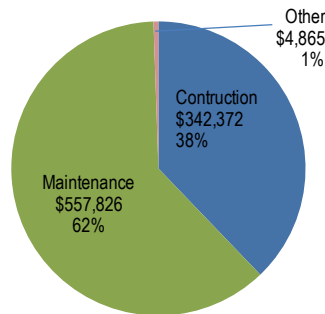
Alameda County Measure B Expenditures and Reserves

By project phase, Alameda County spent 83 percent of bicycle and pedestrian funds on construction, 17 percent on maintenance, and a very small amount on other. Alameda County spent 62 percent of local streets and roads funds on the maintenance phase, 38 percent on construction, and close to \$5,000 on other. By project type, Alameda County reported 99 percent of bicycle and pedestrian fund expenditures on sidewalks and ramps, and less than 1 percent on other. About 62 percent of local streets and roads dollars by type funded bridges/tunnels, 30 percent funded signals, 8 percent went to street maintenance projects, and a small portion funded other.

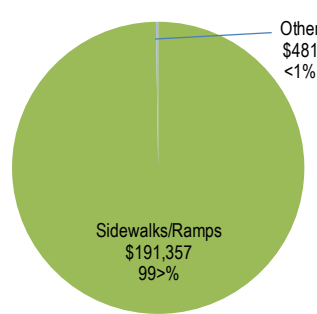
Bicycle and Pedestrian by Phase



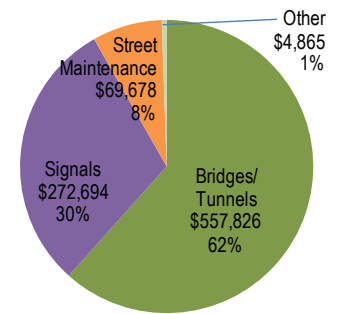
Local Streets and Roads by Phase



Bicycle and Pedestrian by Type

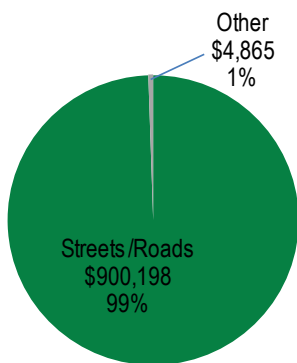


Local Streets and Roads by Type



In FY 08-09, Alameda County spent approximately 14 percent of its local streets and roads funds on bicycle and pedestrian safety projects, but in FY 09-10, Alameda County did not report use of local streets and roads funds for other programs.

Local Streets and Roads by Category



Alameda County counts on Measure B mainly for bridge maintenance and operations, installing new traffic signals, and street resurfacing; and for new sidewalk construction and repair.

Project highlights:

- ◆ Bridge maintenance ensures continued access to the City of Alameda.
- ◆ Installation of over 2,800 traffic signals has improved traffic flow, improved safety, and reduced delays.
- ◆ Sidewalk maintenance by property owners in FY 09-10 will reduce injuries and liability.

Alameda County reported an unspent FY 08-09 balance of just over \$8.6 million and a remaining FY 09-10 Measure B balance of over \$9.8 million.

Alameda County Measure B Expenditures and Reserves

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$1,880,589.00	\$308,927.00	\$5,303.00	\$191,838.00	\$2,002,981.00
Local Streets and Roads	\$6,771,791.00	\$1,982,220.00	\$24,623.00	\$905,063.00	\$7,873,571.00
Total	\$8,652,380.00	\$2,291,147.00	\$29,926.00	\$1,096,901.00	\$9,876,552.00

Altamont Commuter Express (ACE)

Date audit submitted: 12/27/10

Date report submitted: 1/4/11

Program compliance:

ACTIA Signage

Audit

Contact: Nila Cordova, Director of Fiscal and Administration Services

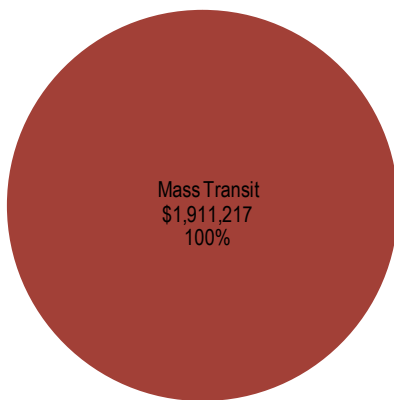
209-944-6246, nila@acerail.com

Newsletter Article

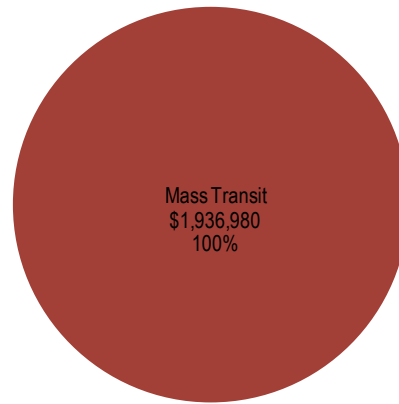
Web Copy

In FY 09-10, Alameda CTC provided a total of \$1.9 million in pass-through funds to ACE for mass transit programs. During FY 09-10, ACE expended \$1.9 million of Measure B mass transit funds (\$25,763 more than allocated, which includes some reserves from the prior fiscal year), leveraging these funds for projects that cost over \$3.9 million total.

\$1,911,217 Total FY 09-10 Measure B Allocation to ACE

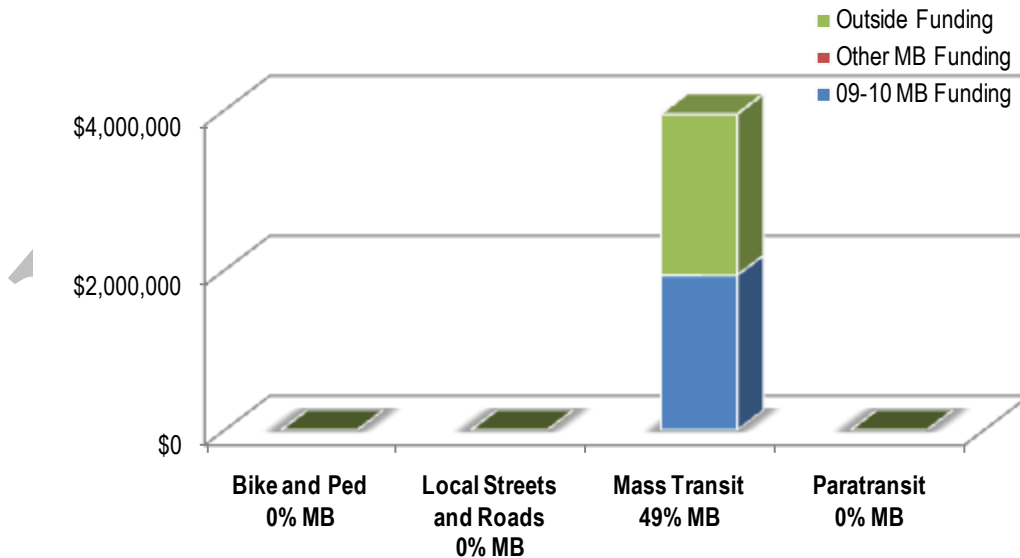


\$1,936,980 Total FY 09-10 Expenditures of Pass-through/ Other Measure B Funds



Measure B funds covered 49 percent of total mass transit costs.

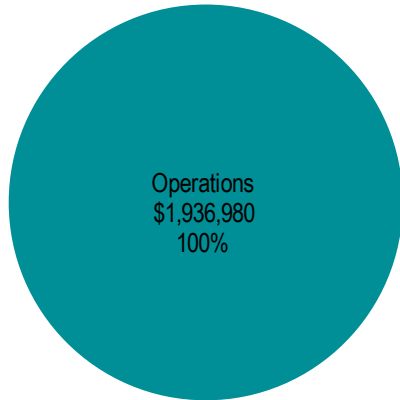
FY 09-10 Programs Total Project Cost and Percentage Measure B (MB) of Total



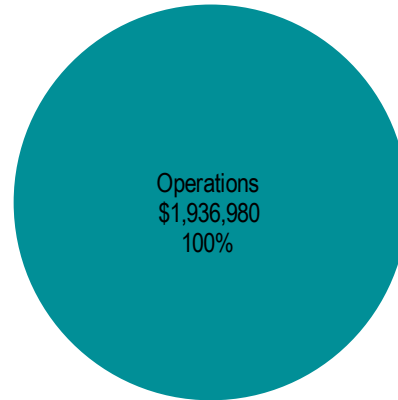
ACE Measure B Expenditures and Reserves

By project phase and project type, ACE reported spending 100 percent of its Measure B mass transit funds on operations.

Mass Transit by Phase



Mass Transit by Type



ACE reported an unspent FY 08-09 balance of just under \$2.3 million and a remaining FY 09-10 Measure B balance of \$12,850 less than the previous fiscal year.

ACE Measure B Expenditures and Reserves

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Mass Transit	\$2,298,073.00	\$1,911,217.00	\$12,913.00	\$1,936,980.00	\$2,285,223.00
Total	\$2,298,073.00	\$1,911,217.00	\$12,913.00	\$1,936,980.00	\$2,285,223.00

Measure B funds subsidize ACE's commuter rail that provides service from the cities of Stockton to San Jose, stopping at Fremont's Centerville Station. People in Alameda County and Santa Clara County rely on this service to get to important destinations.

Program highlights:

- ◆ ACE reported that its commuter rail service provided 3,036 trips, and Measure B funded 1,518 of these trips, approximately six per operating day throughout the 253 operating days in the year.



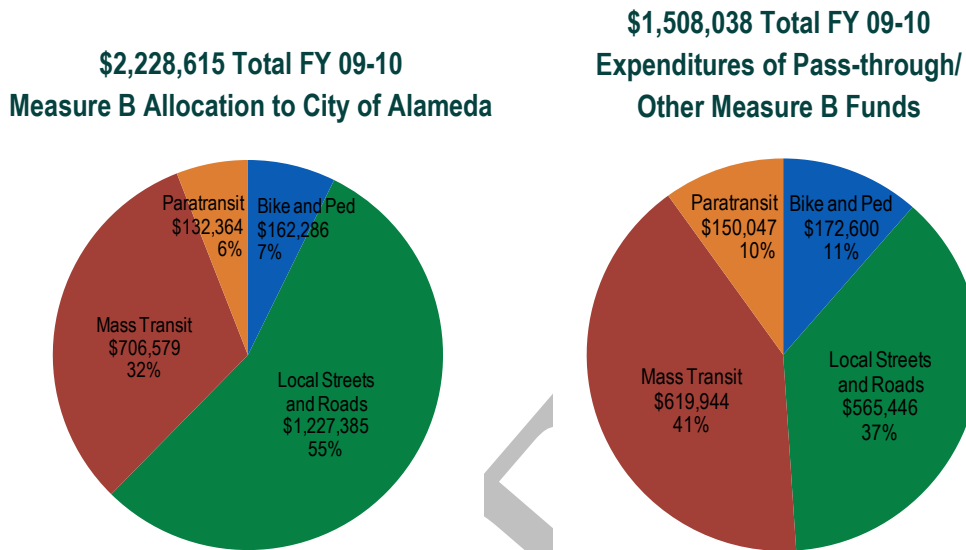
City of Alameda

Date audit submitted: 12/23/10
Date report submitted: 12/23/10
Program compliance:

Contact: Fred Marsh, Controller
 510-747-4881
 fmarsh@ci.alameda.ca.us

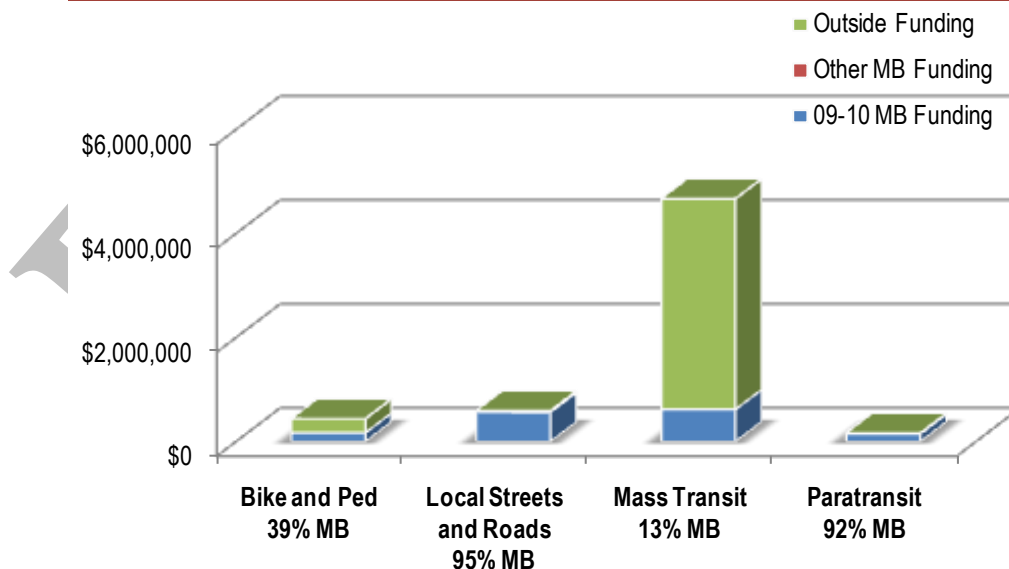
- ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided a total of \$2.2 million in pass-through funds to the City of Alameda for bicycle and pedestrian safety, local streets and roads, mass transit, and paratransit programs. During FY 09-10, the City of Alameda expended \$172,600 of Measure B funds on bicycle and pedestrian projects \$565,446 on local streets and roads projects, \$619,944 on ferry maintenance and operations, and \$150,047 on paratransit operations, leveraging these funds for projects that cost over \$5.8 million total.



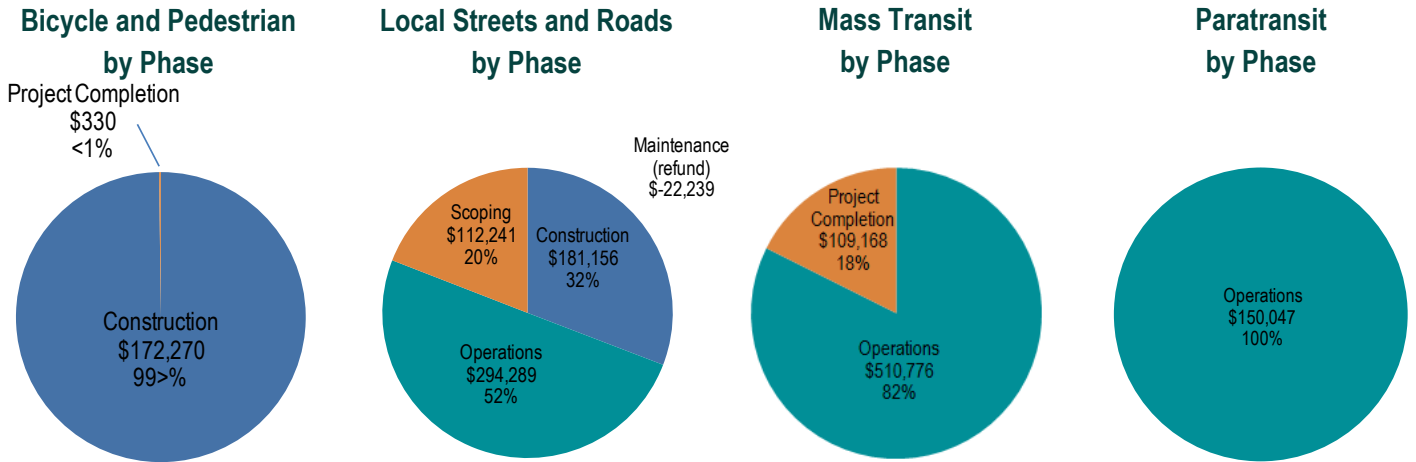
Measure B funds covered 39 percent of total bicycle and pedestrian costs, 95 percent of total local streets roads costs, 13 percent of total mass transit costs and 92 percent of total paratransit costs.

FY 09-10 Programs Total Project Cost and Percentage Measure B (MB) of Total

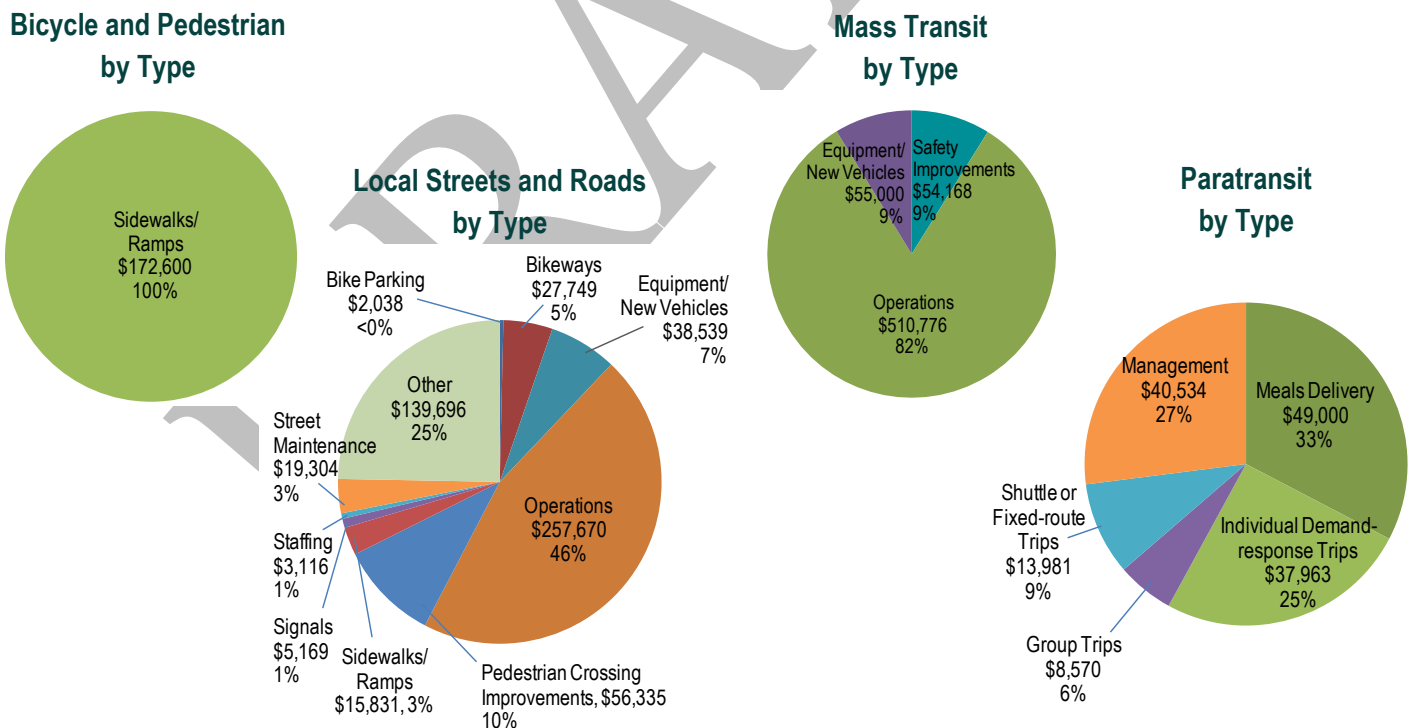


City of Alameda Measure B Expenditures and Reserves

By project phase, the City of Alameda reported 99 percent of Measure B bicycle and pedestrian expenditures on construction and less than 1 percent on project completion; 50 percent of local streets and roads expenditures on maintenance, 31 percent on construction, and 19 percent on project scoping; 82 percent of mass transit funds on operations and 18 percent on project completion; and 100 percent of paratransit expenditures on operations.

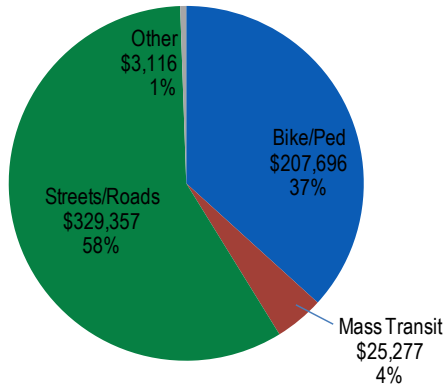


By project type, the City of Alameda reported 100 percent of bicycle and pedestrian funds went to sidewalks and ramps; almost 50 percent of local streets and roads funds went to operations, 25 percent was reported as other that supported construction design and transportation planning, 10 percent funded pedestrian crossing improvements, and 7 percent funded new equipment and vehicles. For mass transit, 82 percent of expenditures was reported for operations-type projects, and 9 percent each funded safety improvements and new equipment and vehicles. Paratransit expenditures by type include 33 percent on meal delivery, 27 percent for program management, and the rest funded individual demand-response trips (25 percent), shuttle or fixed-route trips (9 percent), and group trips (6 percent).



City of Alameda *cont'd*

Local Streets and Roads by Category



Of the local streets and road expenditures, over half of these funds supported local streets and roads projects, 37 percent funded bicycle and pedestrian projects, 4 percent funded mass transit, and 1 percent funded other.

The City of Alameda reported an unspent FY 08-09 balance of \$4 million, and a remaining Measure B balance of just over \$4.7 million for FY 09-10.

City of Alameda Measure B Expenditures and Reserves

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$241,580.00	\$162,286.00	\$3,130.00	\$172,600.38	\$234,396.00
Local Streets and Roads	\$2,223,182.00	\$1,227,385.00	\$25,652.00	\$565,445.00	\$2,910,774.00
Mass Transit	\$1,397,050.00	\$706,579.00	\$19,081.00	\$619,945.00	\$1,502,765.00
Paratransit	\$145,038.00	\$132,364.00	\$1,513.00	\$150,047.00	\$128,868.00
Total	\$4,006,850.00	\$2,228,614.00	\$49,376.00	\$1,508,037.38	\$4,776,803.00

Measure B funds support a wide variety of projects for the City of Alameda: bicycle and pedestrian projects such as sidewalk repair; local streets and roads projects from congestion management to street repair and energy-efficient traffic signals; mass transit ferry service and ferry terminal improvements; and paratransit transportation for seniors and people with disabilities.

Program highlights:

- ◆ The City of Alameda Sidewalk Repair Program was put in place to maintain sidewalks and pathways for pedestrian access. In FY 09-10, the city repaired 27,104 square feet of sidewalk.
- ◆ The City is developing a comprehensive, multimodal approach to the development of its transportation system through a Transportation Systems Management/Transportation Demand Management Plan.
- ◆ The ferry services provided 448,143 trips (48,470 funded by Measure B), and the ferry terminal was upgraded to meet ADA requirements.
- ◆ The City of Alameda's paratransit program provided 3,617 trips (2,513 funded by Measure B), and its Meals on Wheels program provided 8,000 meals.



City of Albany

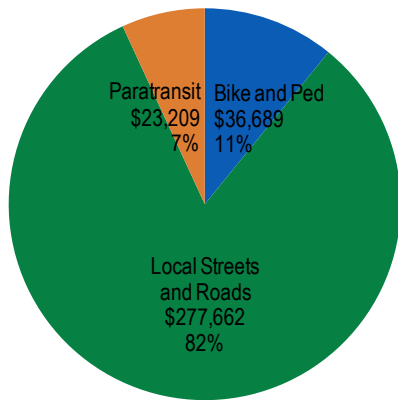
Date audit submitted: 02/01/11
Date report submitted: 12/23/10
Program compliance:

Contact: Charles Adams, Finance Director
 510-528-5730
 cadams@albanyca.org

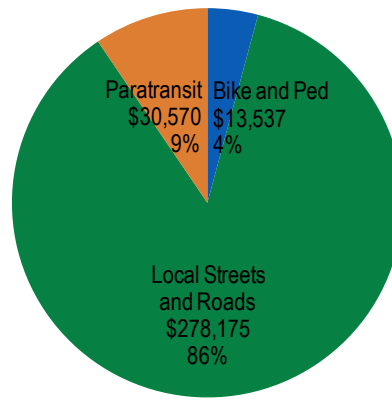
- ACTIA Signage
 Audit
 Newsletter Article
 Web Copy

In FY 09-10, Alameda CTC provided a total of \$337,560 in pass-through funds to the City of Albany for bicycle and pedestrian safety, local streets and roads, and paratransit programs. During FY 09-10, the City of Albany expended \$13,547 of Measure B funds on bicycle and pedestrian projects, \$278,175 on local streets and roads projects, and \$30,570 on its paratransit program, leveraging these funds for projects that cost \$404,442 total.

**\$337,560 Total FY 09-10
 Measure B Allocation
 to City of Albany**

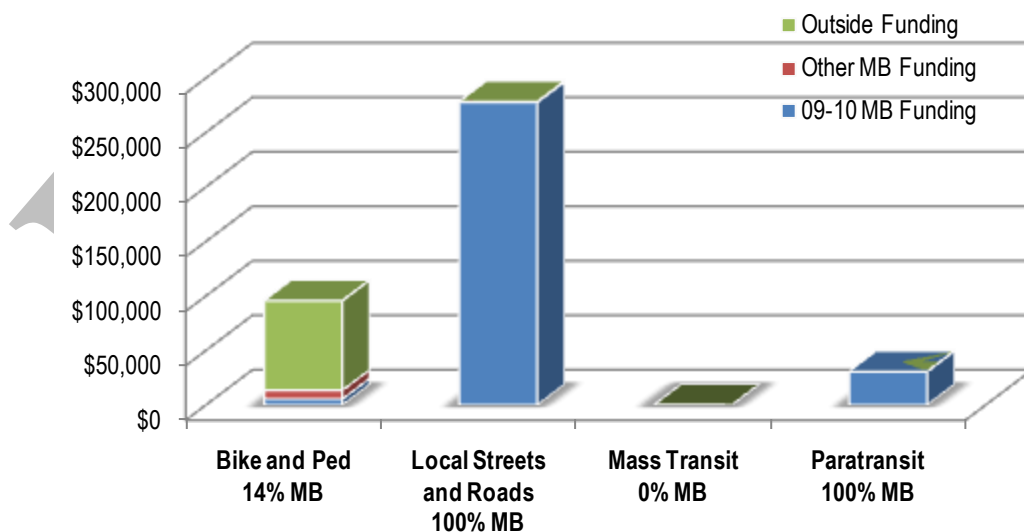


**\$322,283 Total FY 09-10
 Expenditures of Pass-through/
 Other Measure B Funds**



The City of Albany also received Measure B funds through the Commission's competitive grant program. Measure B funds covered 14 percent of total bicycle and pedestrian costs and 100 percent of total local streets roads costs and total paratransit costs.

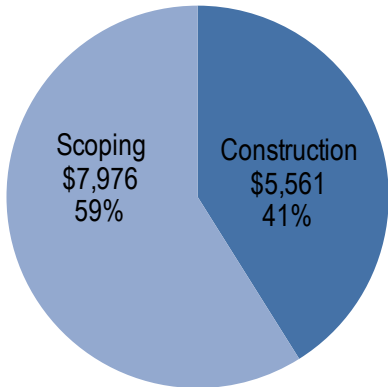
**FY 09-10 Programs Total Project Cost and Percentage
 Measure B (MB) of Total**



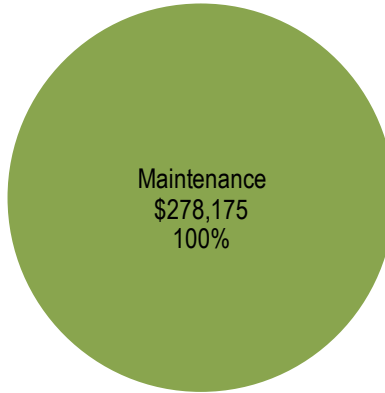
City of Albany Measure B Expenditures and Reserves

By project phase, the City of Albany reported 59 percent of bicycle and pedestrian expenditures on project planning, scoping, and feasibility and 41 percent on construction; 100 percent of local streets and roads expenditures funded maintenance; and 100 percent of paratransit expenditures funded other, described as individual demand-response trips, group trips, and shuttle or fixed-route trips (\$9,298) and meal delivery (\$791).

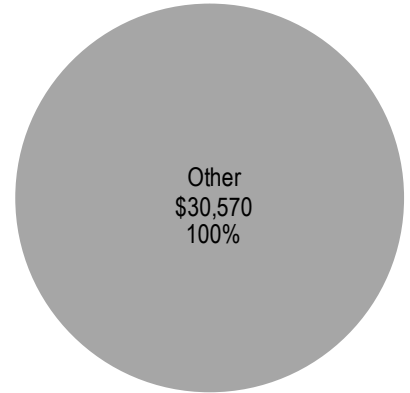
Bicycle and Pedestrian by Phase



Local Streets and Roads by Phase

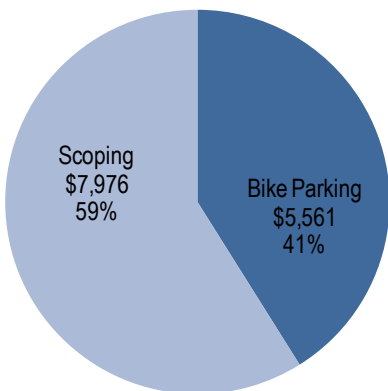


Paratransit by Phase

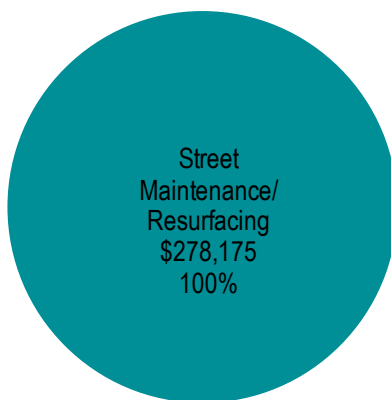


By project type, the City of Albany reported 59 percent of bicycle and pedestrian expenditures on project scoping and 41 percent on bike parking; 100 percent of local streets and roads expenditures funded street maintenance and resurfacing; and 53 percent of paratransit expenditures funded group trips, 26 percent funded shuttle or fixed-route trips, 18 percent funded individual demand-response trips, and 3 percent funded meal delivery.

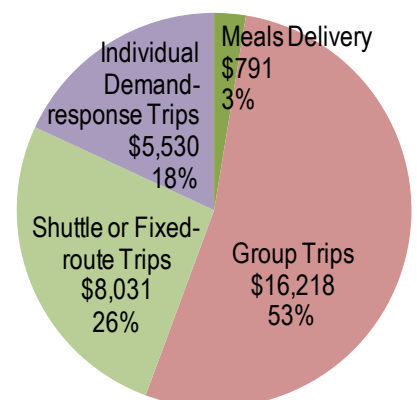
Bicycle and Pedestrian by Type



Local Streets and Roads by Type



Paratransit by Type



City of Albany cont'd

The City reported that 100 percent of the local streets and road funds went directly to local streets and roads projects.

Local Streets and Roads by Category



The City of Albany reported an unspent FY 08-09 balance of \$8,161 and a remaining FY 09-10 Measure B balance of \$32,483.

City of Albany Measure B Reserves and Expenditures

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$0.00	\$36,688.97	\$67.83	\$5,561.08	\$31,195.72
Local Streets and Roads	\$0.00	\$277,661.93	\$513.33	\$277,692.44	\$482.82
Paratransit	\$8,161.63	\$23,209.29	\$4.00	\$30,570.81	\$804.11
Total	\$8,161.63	\$337,560.19	\$585.16	\$313,824.33	\$32,482.65

The City of Albany relies on Measure B mainly to ensure its streets and roads stay in good repair. It also uses Measure B funds for specific bicycle and pedestrian projects and to provide a variety of paratransit trips for seniors and people with disabilities.

Program highlights:

- ◆ In FY 09-10, Measure B funded the City of Albany's Marin Elementary Signal and Pedestrian Improvements project, which includes improvements to pedestrian crossings at the intersection of Marin Avenue and Santa Fe Avenue and traffic calming on Santa Fe Avenue, adjacent to Marin Elementary School. The project improved pedestrian circulation and safety around the school, added bicycle parking at the school, and allows the City to continue educational programs for students at three elementary schools in Albany.
- ◆ The City of Albany street resurfacing and maintenance project improved traffic flow, improved bicycle and pedestrian safety, and provided on-street parking.
- ◆ The City's paratransit program provided several Measure B-funded trips to seniors and people with disabilities: 2,334 group trips, 1,156 shuttle or fixed-route trips, and 460 individual demand-response trips. The City also provided 382 meal deliveries.



City of Berkeley

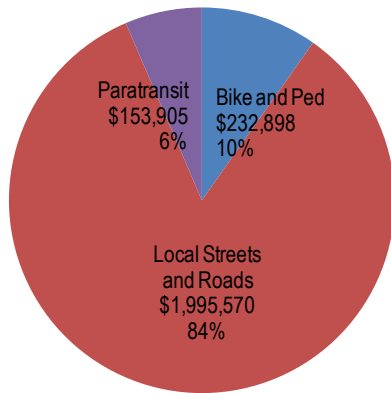
Date audit submitted: 01/04/11
Date report submitted: 12/27/10
Program compliance:

Contact: Claudette Ford, Public Works Director
 510-981-7301
 cford@ci.berkeley.ca.us

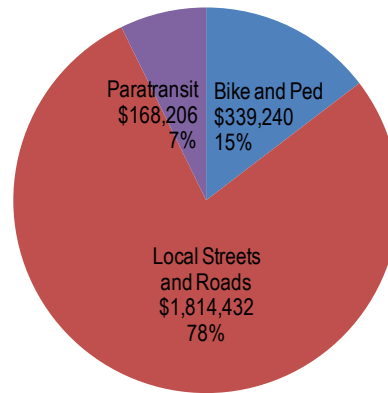
ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided over \$2.3 million in pass-through funds to the City of Berkeley for bicycle and pedestrian safety, local streets and roads, and paratransit programs. During FY 09-10, the City of Berkeley expended \$339,240 of Measure B funds on bicycle and pedestrian projects, \$1.8 million on local streets and roads projects, and \$168,206 on its paratransit program, leveraging these funds for projects that cost \$6.3 million total.

**\$2,382,372 Total FY 09-10
 Measure B Allocation
 to City of Berkeley**

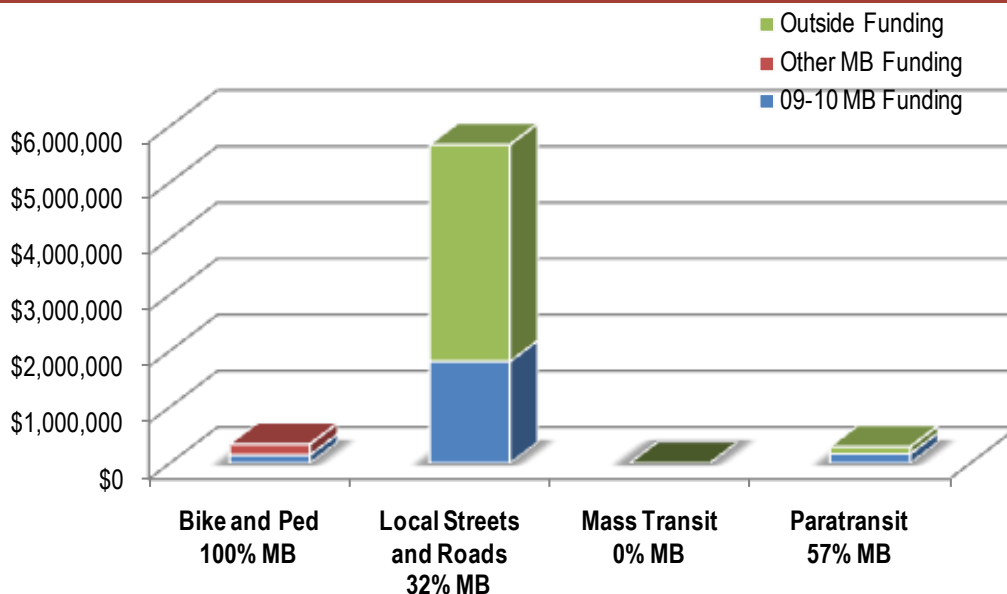


**\$2,321,877 Total FY 09-10
 Expenditures of Pass-through/
 Other Measure B Funds**



The City of Berkeley also received Measure B funds through the Commission's competitive grant program. Measure B funds covered 100 percent of total bicycle and pedestrian costs, 32 percent of local streets and roads costs, and 57 percent of total paratransit costs.

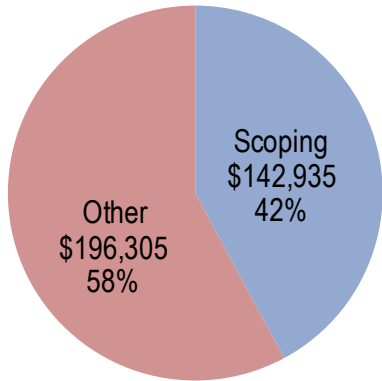
**FY 09-10 Programs Total Project Cost and Percentage
 Measure B (MB) of Total**



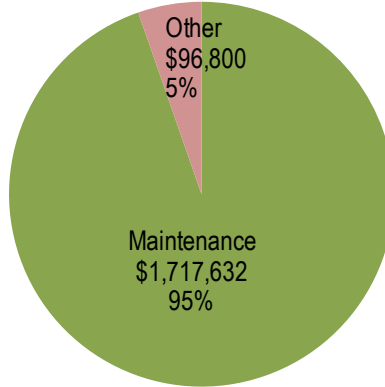
City of Berkeley Measure B Expenditures and Reserves

By project phase, the City of Berkeley reported 42 percent of bicycle and pedestrian expenditures on project planning, scoping, and feasibility and 58 percent on other, including education and promotion and two bicycle and pedestrian grant projects; 95 percent of local streets and roads expenditures funded maintenance and 5 percent funded other; and 100 percent of paratransit expenditures funded operations.

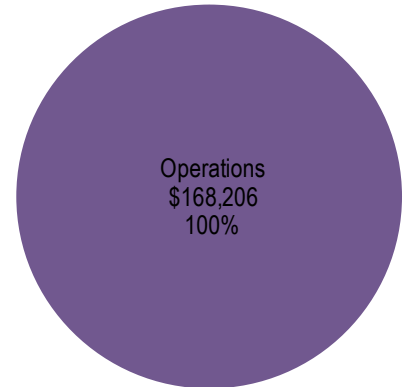
Bicycle and Pedestrian by Phase



Local Streets and Roads by Phase

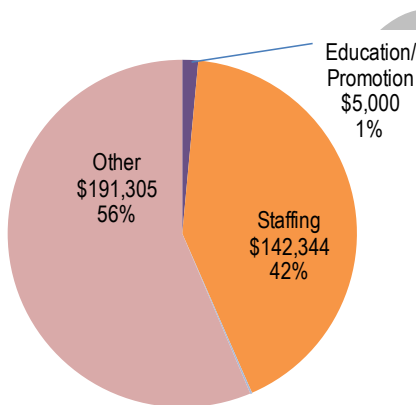


Paratransit by Phase

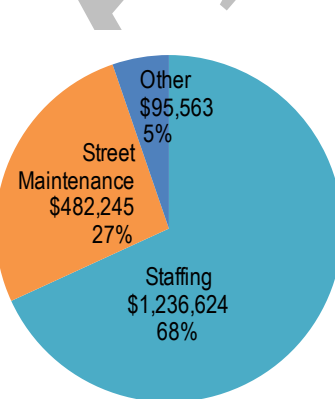


By project type, the City of Berkeley reported 56 percent of bicycle and pedestrian expenditures on other, 42 on staffing, and 1 percent on education and promotion; 68 percent of local streets and roads expenditures funded staffing, 27 percent funded street maintenance, and 5 percent funded other; and 53 percent of paratransit expenditures funded individual demand-response trips, 38 percent funded customer service and outreach, and 9 percent funded program management.

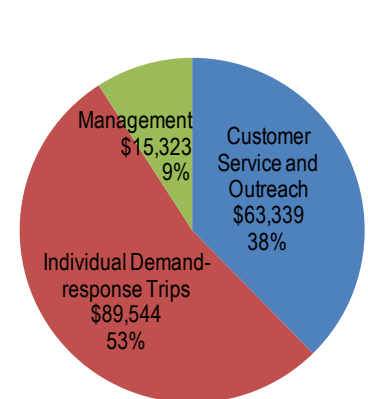
Bicycle and Pedestrian by Type



Local Streets and Roads by Type



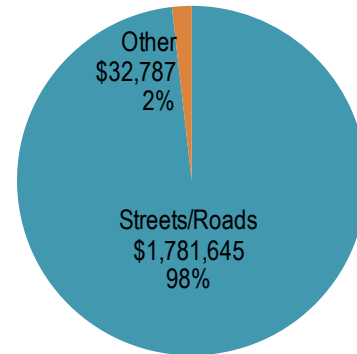
Paratransit by Type



By project category, the City of Berkeley reported that 98 percent of the local streets and road funds went directly to local streets and roads projects, and 2 percent funded other.



Local Streets and Roads by Category



The City of Berkeley reported an unspent FY 08-09 balance of \$1.6 million and a remaining FY 09-10 Measure B balance of \$1.8 million.

City of Berkeley Measure B Reserves and Expenditures

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$448,160.00	\$232,898.00	\$152,992.00	\$339,240.00	\$494,810.00
Local Streets and Roads	\$1,110,651.00	\$1,995,568.00	\$1,325.00	\$1,814,432.00	\$1,293,112.00
Paratransit	\$44,462.00	\$153,905.00	\$0.00	\$168,206.00	\$30,161.00
Total	\$1,603,273.00	\$2,382,371.00	\$154,317.00	\$2,321,878.00	\$1,818,083.00

The majority of the City of Berkeley's Measure B expenditures support local streets and roads projects including street reconstruction and overlay. The City also uses Measure B for bicycle and pedestrian planning and implementation, including work on its Bicycle Plan. The paratransit funds mainly subsidize taxi and van rides including wheelchair accessible transportation for seniors and people with disabilities, along with management and administration of the paratransit program.

Program highlights:

- ◆ In FY 09-10, the City of Berkeley sponsored Bike to Work Day and did major promotion for bicycle commuting.
- ◆ The City of Berkeley street reconstruction projects included installation of video detection systems, curb ramps, valley gutters, drainage improvements, bus pads, and thermoplastic striping and markings.
- ◆ The City's paratransit program provided 4,405 Measure B-funded taxi trips to seniors and people with disabilities and distributed East Bay Paratransit tickets paid for by Measure B in the previous fiscal year.

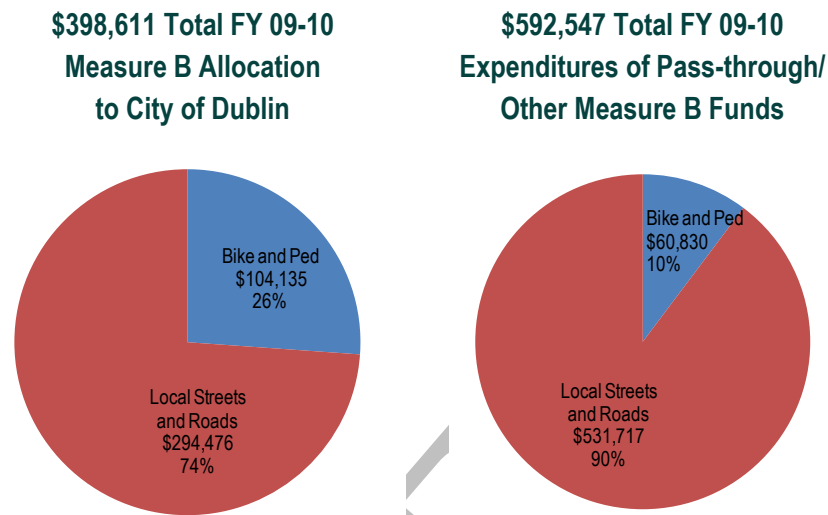
City of Dublin

Date audit submitted: 12/23/10
Date report submitted: 12/23/10
Program compliance:

Contact: Paul Rankin, Admin. Services Director
 925-833-6640
 paul.rankin@ci.dublin.ca.us

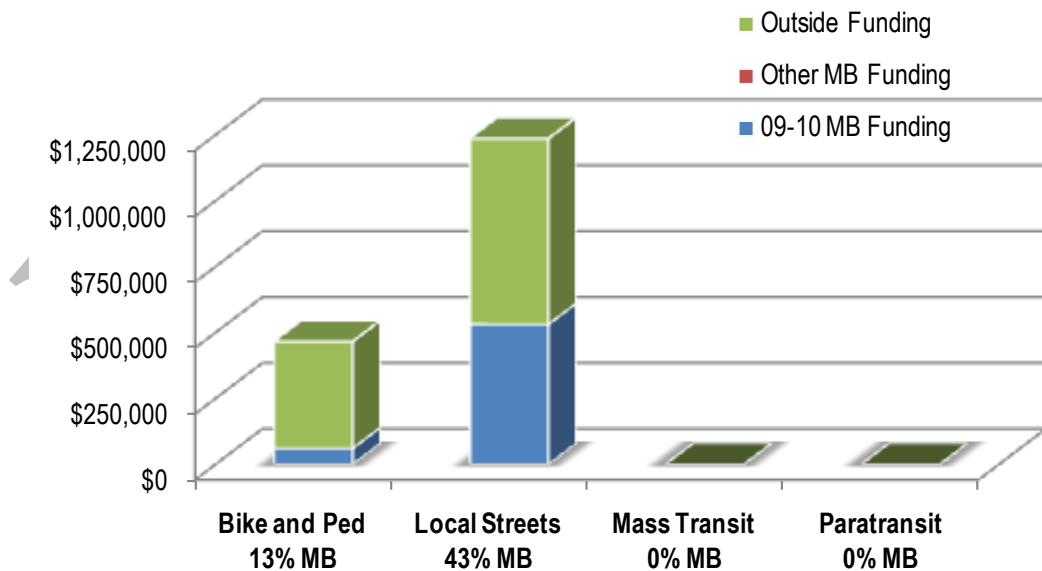
ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided \$398,611 in pass-through funds to the City of Dublin for bicycle and pedestrian safety and local streets and roads programs. During FY 09-10, the City of Dublin expended \$60,830 of Measure B funds on bicycle and pedestrian projects and \$531,717 on local streets and roads projects, leveraging these funds for projects that cost \$1.7 million total.



Measure B funds covered 13 percent of the City of Dublin's total bicycle and pedestrian costs and 43 percent of total local streets roads costs.

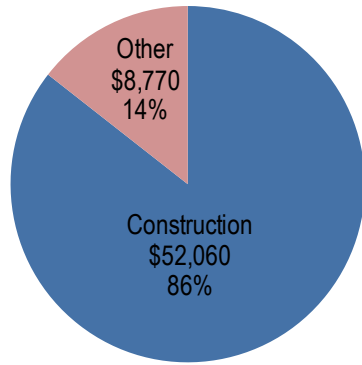
FY 09-10 Programs Total Project Cost and Percentage Measure B (MB) of Total



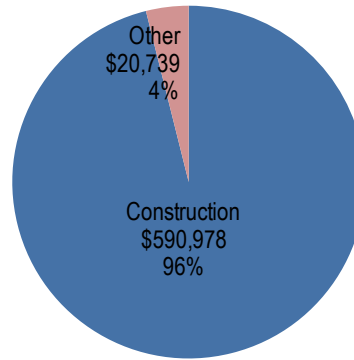
City of Dublin Measure B Expenditures and Reserves

By project phase, the City of Dublin reported 86 percent of bicycle and pedestrian expenditures on construction and 14 percent on other, including education and promotion on the City Bikeways Master Plan; 96 percent of local streets and roads expenditures funded construction, and 4 percent funded other.

Bicycle and Pedestrian by Phase

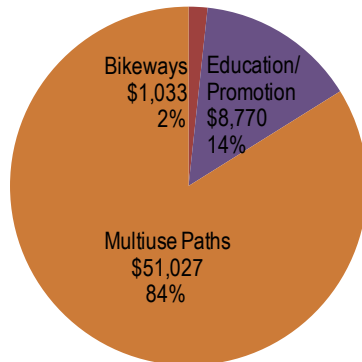


Local Streets and Roads by Phase

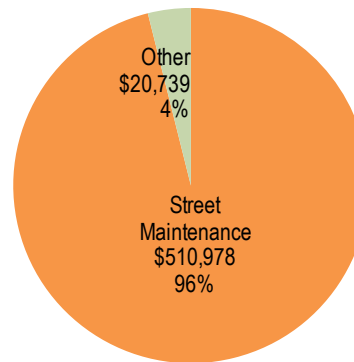


By project type, the City of Dublin reported 84 percent of bicycle and pedestrian expenditures on multiuse paths, 14 percent on education and promotion, and 2 percent bikeways; 96 percent of local streets and roads expenditures funded street maintenance, and 4 percent funded other.

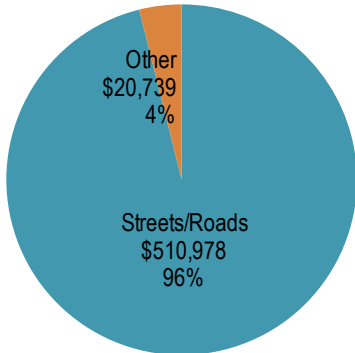
Bicycle and Pedestrian by Type



Local Streets and Roads by Type



Local Streets and Roads by Category



The City of Dublin reported that 96 percent of the local streets and road funds went directly to local streets and roads projects, and 4 percent funded other.



The City of Dublin reported an unspent FY 08-09 balance of \$1.3 million and a remaining FY 09-10 Measure B balance of just over \$1.1 million.

City of Dublin Measure B Reserves and Expenditures

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$444,786.00	\$104,135.00	\$11,305.00	\$60,830.00	\$499,396.00
Local Streets and Roads	\$869,807.00	\$294,476.00	\$23,783.00	\$531,717.00	\$656,349.00
Total	\$1,314,593.00	\$398,611.00	\$35,088.00	\$592,547.00	\$1,155,745.00

The City of Dublin relies on Measure B funds to improve bikeways and multiuse paths throughout the City and to maintain street surfaces.

Program highlights:

- ◆ In FY 09-10, the City of Dublin completed 6,840 linear feet of striped Class II bike lanes as recommended in the Citywide Bikeways Master Plan.
- ◆ The City of Dublin repaired or replaced over 1.1 million square feet of pavement to prolong the life of the pavement and to improve local streets.

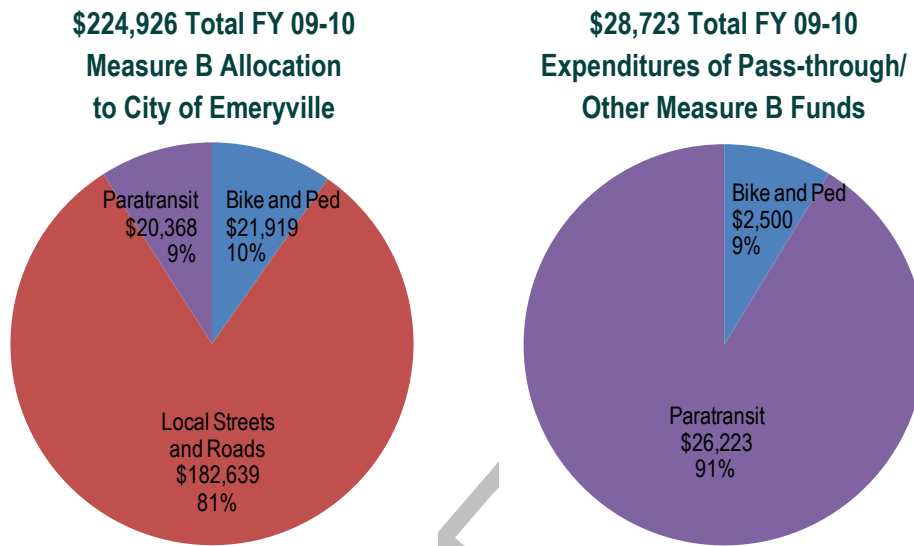
City of Emeryville

Date audit submitted: 12/20/10
Date report submitted: 12/20/10
Program compliance:

Contact: Karan Reid, Chief Financial Officer
 510-596-4352
 kreid@emeryville.org

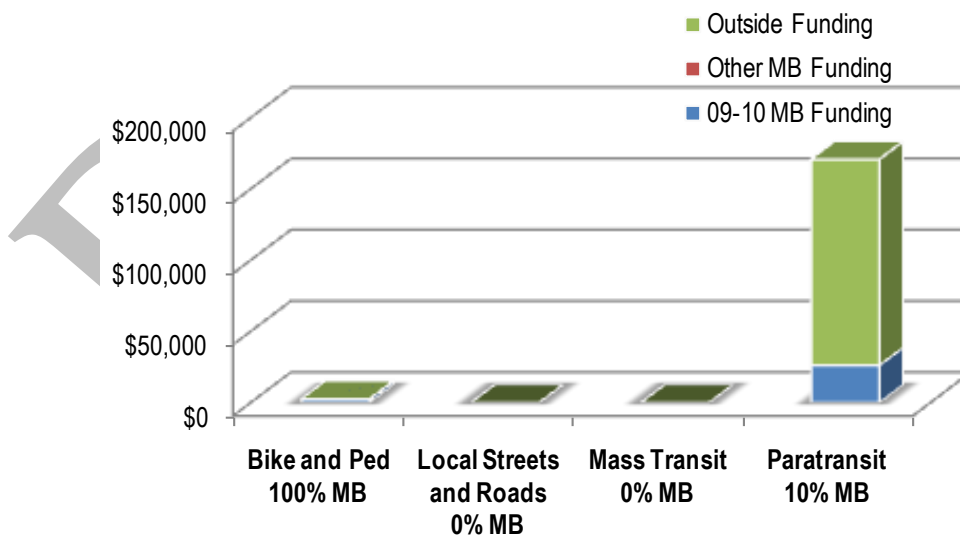
- ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided \$224,926 in pass-through funds to the City of Emeryville for bicycle and pedestrian safety, local streets and roads, and paratransit programs. During FY 09-10, the City of Emeryville expended \$2,500 of Measure B funds on bicycle and pedestrian projects, and \$26,223 on its paratransit program, leveraging these funds for projects that cost \$272,408 total.



Measure B funds covered 100 percent of the City of Emeryville's total bicycle and pedestrian costs, and 10 percent of total paratransit costs. The City did not report any local streets and roads expenditures in FY 09-10.

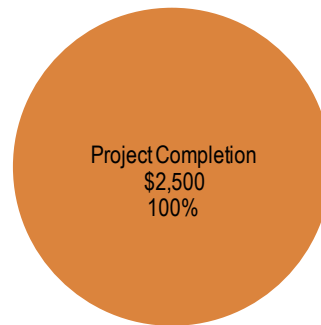
FY 09-10 Programs Total Project Cost and Percentage Measure B (MB) of Total



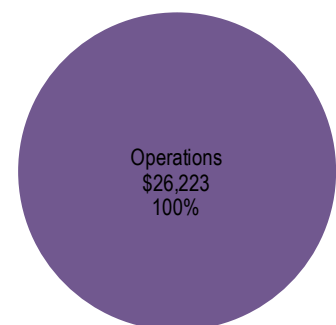
City of Emeryville Measure B Expenditures and Reserves

By project phase, the City of Emeryville reported 100 percent of bicycle and pedestrian expenditures on project completion, and 100 percent of paratransit expenditures on operations.

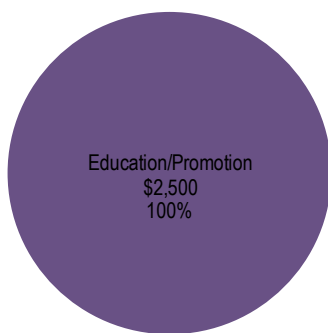
Bicycle and Pedestrian by Phase



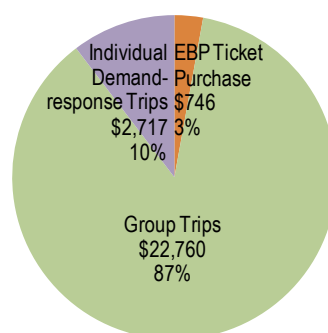
Paratransit by Phase



Bicycle and Pedestrian by Type



Paratransit by Type



By project type, the City of Emeryville reported 100 percent of bicycle and pedestrian expenditures on education and promotion; and 87 percent of paratransit expenditures funded group trips, 10 percent funded individual demand-response trips, and 3 percent funded purchase of East Bay Paratransit tickets.

The City of Emeryville reported an unspent FY 08-09 balance of \$268,272 and a remaining FY 09-10 Measure B balance of \$469,774.

City of Emeryville Measure B Reserves and Expenditures

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$121,427.00	\$21,919.00	\$2,398.00	\$2,500.00	\$143,244.00
Local Streets and Roads	\$131,518.00	\$182,639.00	\$2,598.00	\$0.00	\$316,755.00
Paratransit	\$15,327.00	\$20,368.00	\$303.00	\$26,223.00	\$9,775.00
Total	\$268,272.00	\$224,926.00	\$5,299.00	\$28,723.00	\$469,774.00

In FY 09-10 the City of Emeryville spent the majority of its Measure B funds on its paratransit program, to provide accessible transportation for seniors and people with disabilities. The City also relied on Measure B for education and outreach about its bicycle and pedestrian program.

Program highlights:

- ◆ In FY 09-10, the City of Emeryville invested in a regional media campaign for Bike to Work Day to increase awareness of the event and of cycling options for the community.
- ◆ The City of Emeryville’s paratransit program provided 5,412 Measure B-funded lift/ramp-assisted group trips, 165 individual demand-response taxi trips, and 320 East Bay Paratransit trips for seniors and people with disabilities. Measure B also enabled delivery of meals through the federal Meals on Wheels program.

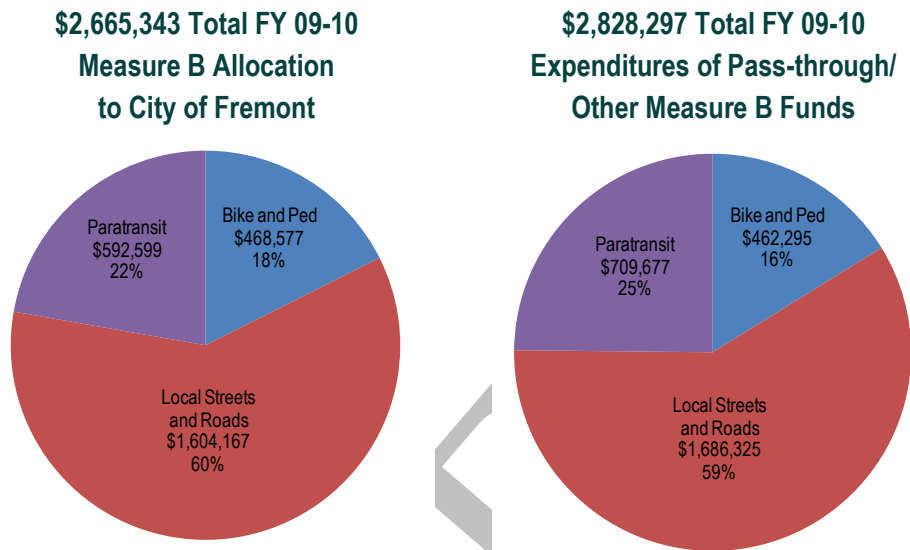
City of Fremont

Date audit submitted: 12/27/10
Date report submitted: 12/29/10
Program compliance:

Contact: Harriet Commons, Finance Director
 510-494-4010
 hcommons@ci.fremont.ca.us

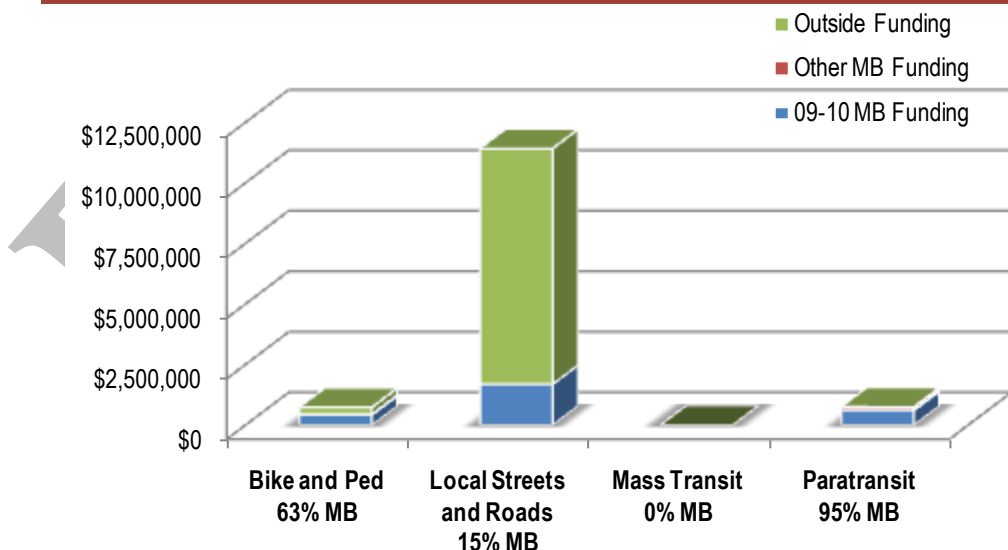
- ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided over \$2.6 million in pass-through funds to the City of Fremont for bicycle and pedestrian safety, local streets and roads, and paratransit programs. During FY 09-10, the City of Fremont expended \$462,295 of Measure B funds on bicycle and pedestrian projects, over \$1.6 million on local streets and roads projects, and \$709,677 on its paratransit program, leveraging these funds for projects that cost over \$12.8 million total.



The City of Fremont also received Measure B funds through the Commission's competitive grant program. Measure B funds covered 63 percent of total bicycle and pedestrian costs, 15 percent of local streets and roads costs, and 95 percent of total paratransit costs.

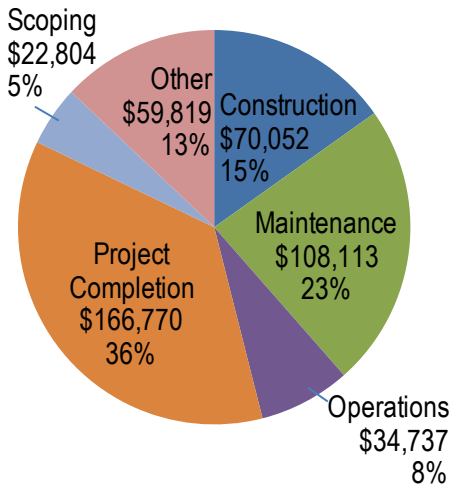
FY 09-10 Programs Total Project Cost and Percentage Measure B (MB) of Total



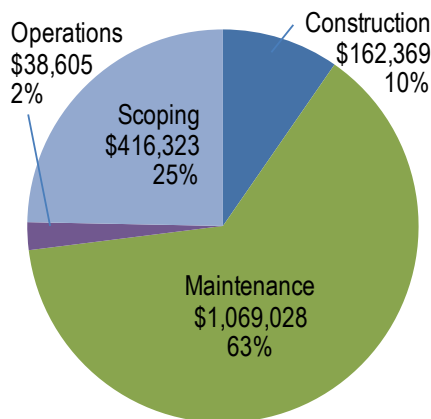
City of Fremont Measure B Expenditures and Reserves

By project phase, the City of Fremont reported expenditures of over one-third of bicycle and pedestrian fund on project completion, 23 percent on maintenance, 15 percent on construction, 13 percent on other, including updates to signals for ADA compliance and curb ramps for better access as well as a grant project, 8 percent on operations, 25 percent funded project scoping, 10 percent funded construction, and 2 percent funded operations. The City reported that 100 percent of paratransit expenditures funded operations.

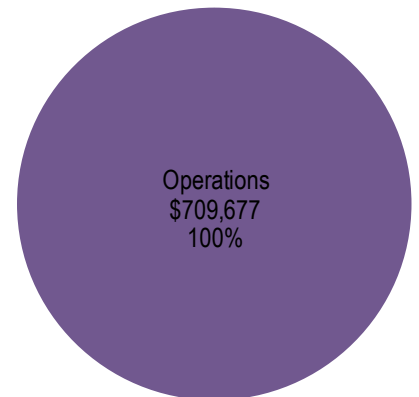
Bicycle and Pedestrian by Phase



Local Streets and Roads by Phase

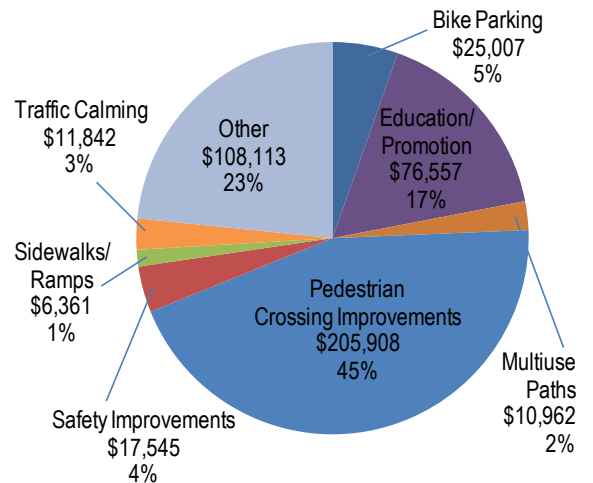


Paratransit by Phase

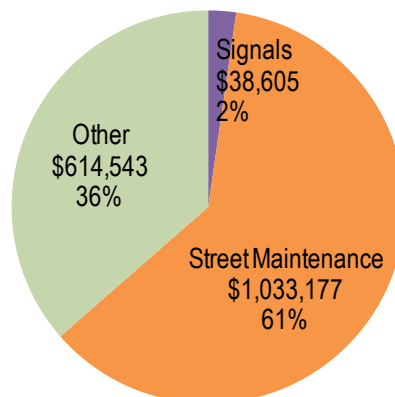


By project type, the City of Fremont reported that bicycle and pedestrian funds supported a wide variety of project types. The largest expenditures include 45 percent on pedestrian crossing improvements, 23 percent other including safety improvements and education/promotion, and 17 percent on education/promotion. Approximately 61 percent of local streets and roads expenditures funded street maintenance, 36 percent funded other including staffing and safety improvements, and 2 percent on traffic signals. The City reported spending 93 percent of paratransit funds on other, including the paratransit program and two paratransit-related grant programs, and 7 percent on meal delivery.

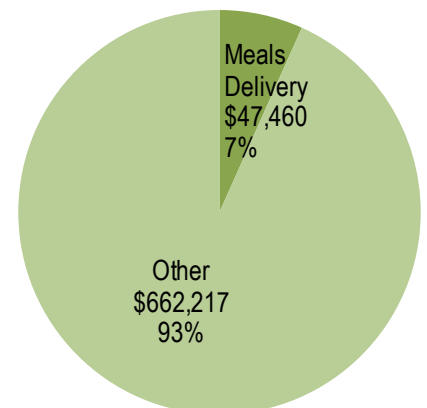
Bicycle and Pedestrian by Type



Local Streets and Roads by Type



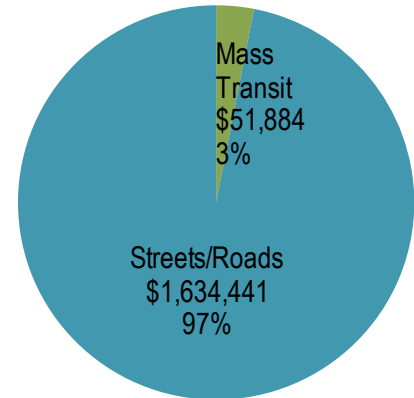
Paratransit by Type



By project category, the City of Fremont reported that 97 percent of the local streets and road funds went directly to local streets and roads projects, and 3 percent funded mass transit.



**Local Streets and Roads
by Category**



The City of Fremont reported an unspent FY 08-09 balance of over \$4.9 million and a remaining FY 09-10 Measure B balance of \$5 million.

City of Fremont Measure B Reserves and Expenditures

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$1,924,017.00	\$468,577.46	\$43,921.52	\$417,645.70	\$2,018,870.28
Local Streets and Roads	\$2,936,042.26	\$1,604,166.77	\$72,107.49	\$1,686,325.31	\$2,925,991.21
Paratransit	\$110,214.51	\$592,598.68	\$23,658.49	\$601,414.42	\$125,057.26
Total	\$4,970,273.77	\$2,665,342.91	\$139,687.50	\$2,705,385.43	\$5,069,918.75

Over half of the City of Fremont’s Measure B expenditures support local streets and roads projects including maintenance, repair, and safety improvements. The City also uses Measure B for a variety of bicycle and pedestrian projects including multiuse trails, bicycle and pedestrian facilities, bike parking, and safety education. The paratransit funds subsidize the City’s door-to-door and group trip transportation for seniors and people with disabilities, along with grants and Meals on Wheels delivery.

Program highlights:

- ◆ As part of a new bike parking facility, the City of Fremont installed 91 bicycle racks, and installed four quad electronic bike lockers citywide.
- ◆ The City of Fremont used a portion of Measure B local streets and roads funds on staff costs to support the environmental process and preliminary engineering review and evaluation of the Dumbarton Rail Project’s impact in Fremont.
- ◆ The City’s paratransit program provided 20,817 Measure B-funded lift/ramp-assisted trips and 29,676 meals to seniors and people with disabilities. The grant programs also provided 3,922 door-through-door assisted one-way trips and 11 travel training workshops.

City of Hayward

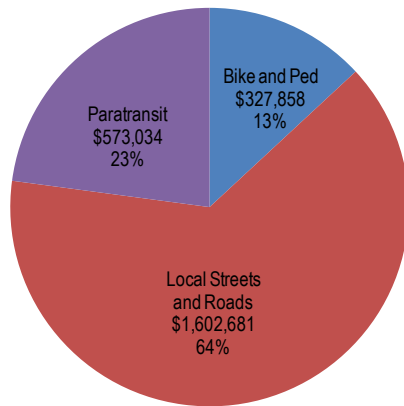
Date audit submitted: 12/21/10
Date report submitted: 12/21/10
Program compliance:

Contact: Debra Auker, Finance Director
 510-583-4010
 Debra.Auker@hayward-ca.gov

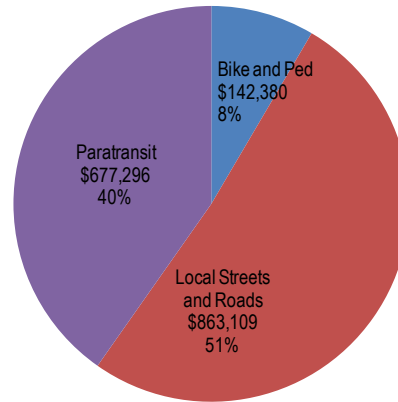
- ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided \$2.5 million in pass-through funds to the City of Hayward for bicycle and pedestrian safety, local streets and roads, and paratransit programs. During FY 09-10, the City of Hayward expended \$142,380 of Measure B funds on bicycle and pedestrian projects, \$863,109 on local streets and roads projects, and \$677,296 on its paratransit program, leveraging these funds for projects that cost \$2 million total.

**\$2,503,573 Total FY 09-10
Measure B Allocation
to City of Hayward**

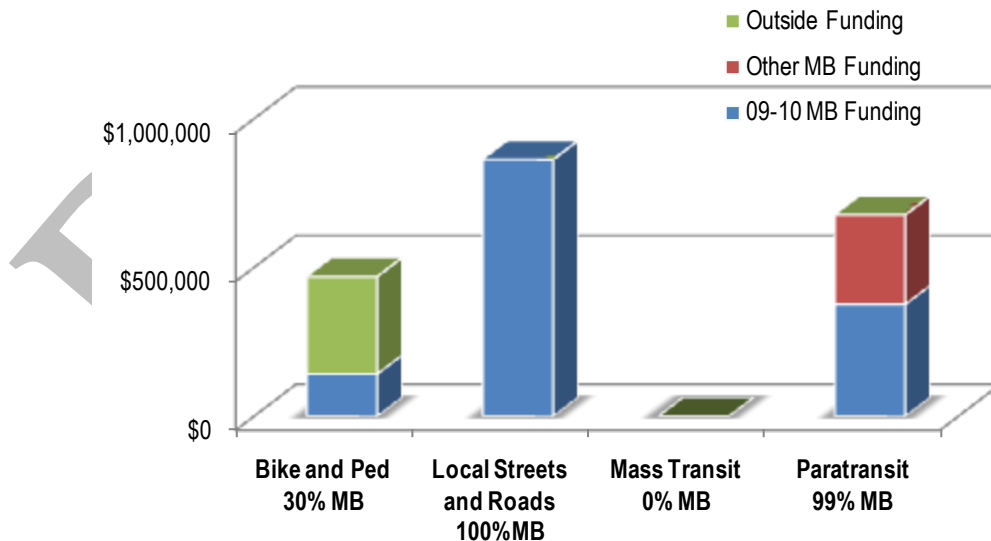


**\$1,682,786 Total FY 09-10
Expenditures of Pass-through/
Other Measure B Funds**



The City of Hayward also received Measure B funds through the Commission's competitive grant program. Measure B funds covered 30 percent of total bicycle and pedestrian costs, 100 percent of local streets and roads costs, and 99 percent of total paratransit costs.

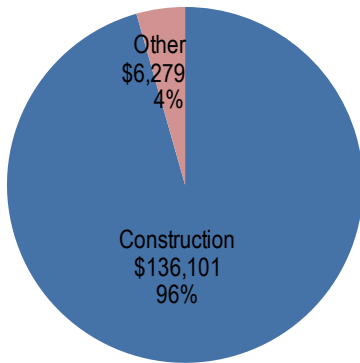
**FY 09-10 Programs Total Project Cost and Percentage
Measure B (MB) of Total**



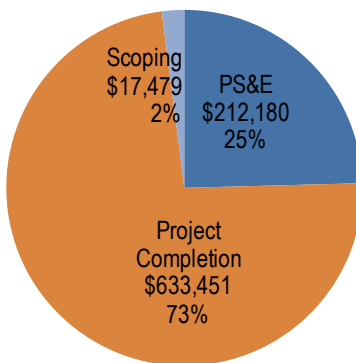
City of Hayward Measure B Expenditures and Reserves

By project phase, the City of Hayward reported bicycle and pedestrian expenditures of 96 percent on construction and 4 percent on other, pedestrian crossing improvements; 73 percent of local streets and roads expenditures funded project completion, 25 percent funded plans, specifications, and estimates, and 2 percent funded project scoping. The City reported that 56 percent of paratransit expenditures funded operations, and 44 percent funded project completion.

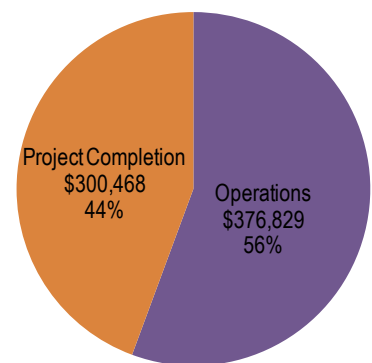
Bicycle and Pedestrian by Phase



Local Streets and Roads by Phase

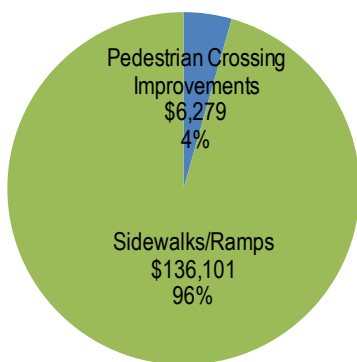


Paratransit by Phase

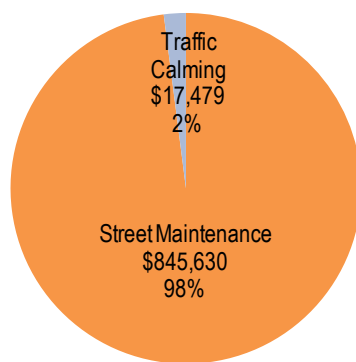


By project type, the City of Hayward reported that 96 percent of bicycle and pedestrian expenditures were for sidewalks and ramps, and 4 percent were for pedestrian crossing improvements. Approximately 98 percent of local streets and roads expenditures funded street maintenance, and 2 percent funded traffic calming. The City reported spending 56 percent of paratransit funds on individual demand-response trips, and 44 percent on shuttle or fixed-route trips for seniors and people with disabilities.

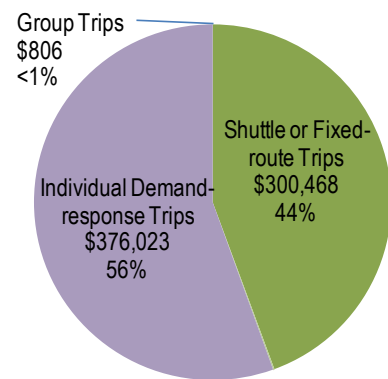
Bicycle and Pedestrian by Type



Local Streets and Roads by Type



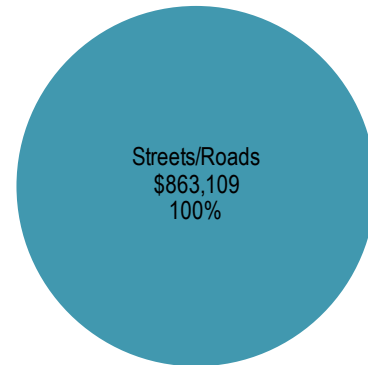
Paratransit by Type



City of Hayward *cont'd*

By project category, the City of Hayward reported that 100 percent of the local streets and road funds went directly to local streets and roads projects.

Local Streets and Roads by Category



The City of Hayward reported an unspent FY 08-09 balance of just over \$2 million and a remaining FY 09-10 Measure B balance of \$3.1 million.

City of Hayward Measure B Reserves and Expenditures

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$400,898.75	\$327,858.18	\$329,758.16	\$469,393.91	\$589,121.10
Local Streets and Roads	\$1,492,022.15	\$1,602,680.84	\$24,889.56	\$863,109.29	\$2,256,483.26
Paratransit	\$127,373.70	\$573,033.63	\$260,182.56	\$689,127.09	\$271,462.80
Total	\$2,020,294.60	\$2,503,572.65	\$614,830.28	\$2,021,630.29	\$3,117,067.16

The City of Hayward uses about half of its Measure B funds on local streets and roads projects to maintain and improve the City's streets. Measure B also funds non-ADA trips for seniors and people with disabilities, and the remaining Measure B funds support bicycle and pedestrian new construction including sidewalks and ramps.

Program highlights:

- ◆ The City of Hayward installed 6,894 square feet of new sidewalk to increased pedestrian safety on Berry Avenue that passes by nearby schools.
- ◆ In FY 09-10, the City of Hayward reconstructed or repaired 29,806 square feet of severely deteriorated streets to bring them into acceptable condition.
- ◆ The City's paratransit program provided 3,709 Measure B-funded lift/ramp-assisted individual demand-response trips, 2,951 shuttle or fixed-route trips, and 106 group trips for seniors and people with disabilities.

City of Livermore

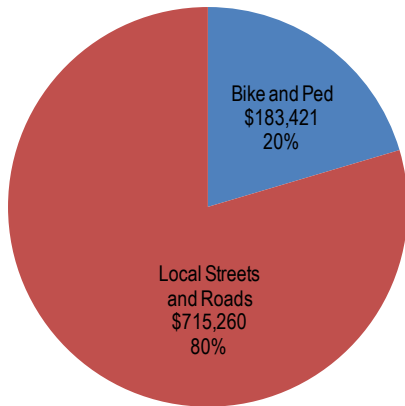
Date audit submitted: 01/12/11
Date report submitted: 12/22/10
Program compliance:

Contact: Monica Potter, Finance Director
 925-460-4603
 mtpotter@ci.livermore.ca.us

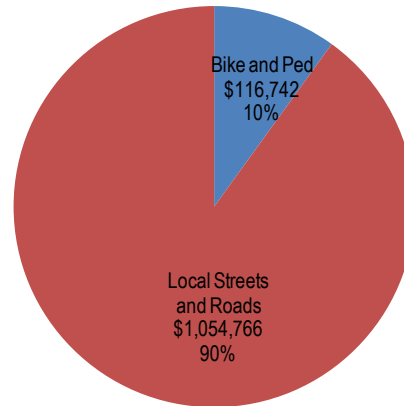
- ACTIA Signage
- Audit
- Newsletter Article
- Web Copy

In FY 09-10, Alameda CTC provided \$898,681 in pass-through funds to the City of Livermore for bicycle and pedestrian safety, and local streets and roads programs. During FY 09-10, the City of Livermore expended \$116,742 of Measure B funds on bicycle and pedestrian projects, and \$1 million on its local streets and roads program, leveraging these funds for projects that cost over \$3.1 million total.

**\$898,681 Total FY 09-10
Measure B Allocation
to City of Livermore**

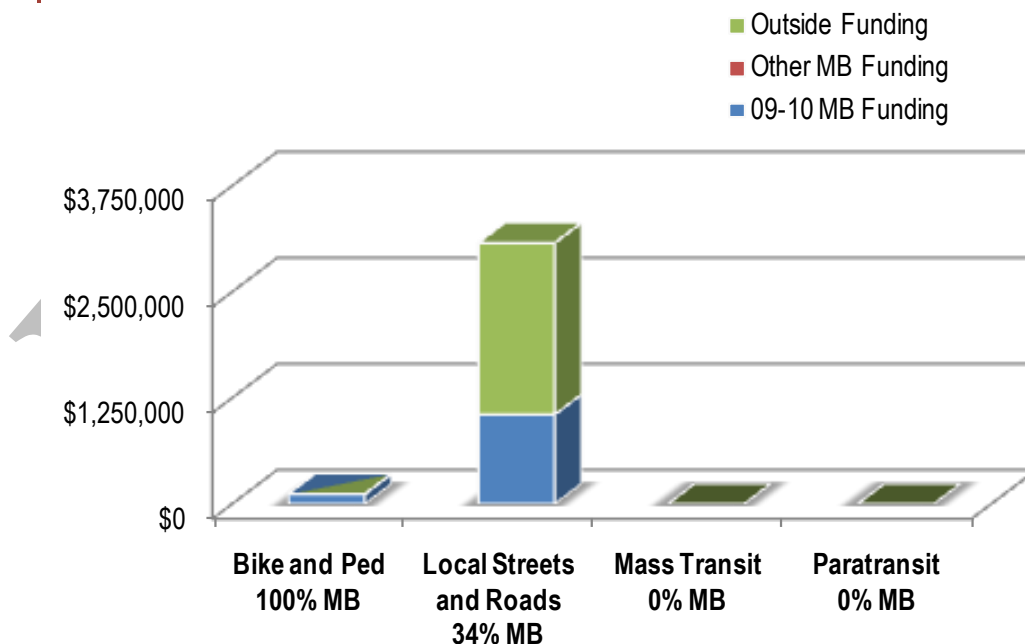


**\$1,171,508 Total FY 09-10
Expenditures of Pass-through/
Other Measure B Funds**



Measure B funds covered 100 percent of the City of Emeryville's total bicycle and pedestrian costs, and 34 percent of total local streets and roads costs.

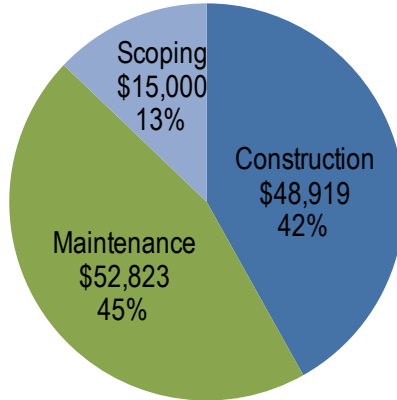
**FY 09-10 Programs Total Project Cost and Percentage
Measure B (MB) of Total**



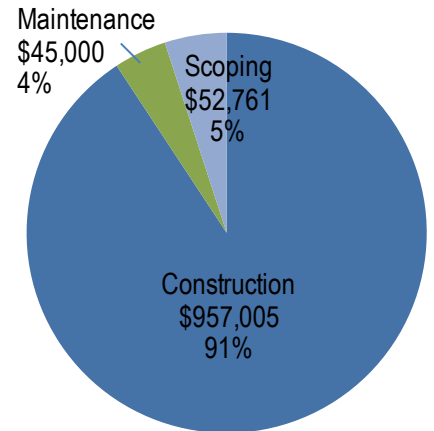
City of Livermore Measure B Expenditures and Reserves

By project phase, the City of Livermore reported 45 percent of bicycle and pedestrian expenditures on maintenance, 42 percent on construction, and 13 percent on project scoping; the City spent 91 percent of local streets and roads funds on construction, 5 percent on project scoping, and 4 percent on maintenance.

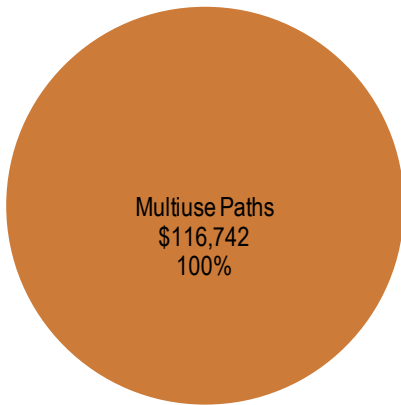
Bicycle and Pedestrian by Phase



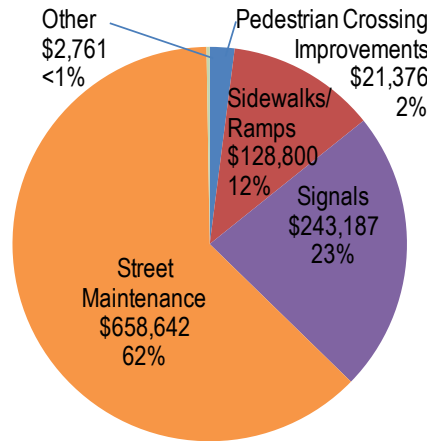
Local Streets and Roads by Phase



Bicycle and Pedestrian by Type



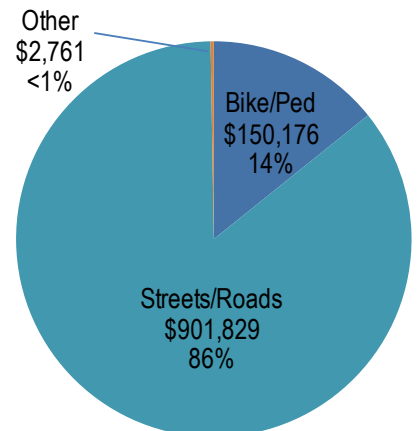
Local Streets and Roads by Type



By project type, the City of Livermore reported 100 percent of bicycle and pedestrian expenditures on multiuse paths. Approximately 62 percent of local streets and roads expenditures funded maintenance, 23 percent funded signals, 12 percent went to sidewalks and ramps, and 2 percent funded pedestrian crossing improvements.

By project category, the City of Livermore reported spending the majority of local streets and road funds on local streets and roads projects, 14 percent on bicycle and pedestrian projects, and less than 1 percent on other.

Local Streets and Roads by Category



City of Livermore *cont'd*

The City of Livermore reported an unspent FY 08-09 balance of over \$1.8 million and a remaining FY 09-10 Measure B balance of \$1.6 million.

City of Livermore Measure B Reserves and Expenditures

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$596,745.00	\$183,421.00	\$10,760.00	\$116,742.00	\$674,184.00
Local Streets and Roads	\$1,276,389.00	\$715,260.00	\$20,200.00	\$1,054,766.00	\$957,083.00
Total	\$1,873,134.00	\$898,681.00	\$30,960.00	\$1,171,508.00	\$1,631,267.00

The City of Livermore relies on Measure B to improve multiuse paths throughout the City and to maintain street surfaces, upgrade traffic signals, and repair sidewalks.

Program highlights:

- ◆ In FY 09-10, the City of Livermore used Measure B to plan for a future bicycle and pedestrian trail system, preserve the existing trail system, and extend the Arroyo Mocho Trail.
- ◆ As part of its local streets and roads program, the City of Livermore maintained and repaired 3.3 million square feet of pavement, and reconstructed 8,858 square feet of sidewalk to improve pedestrian safety.



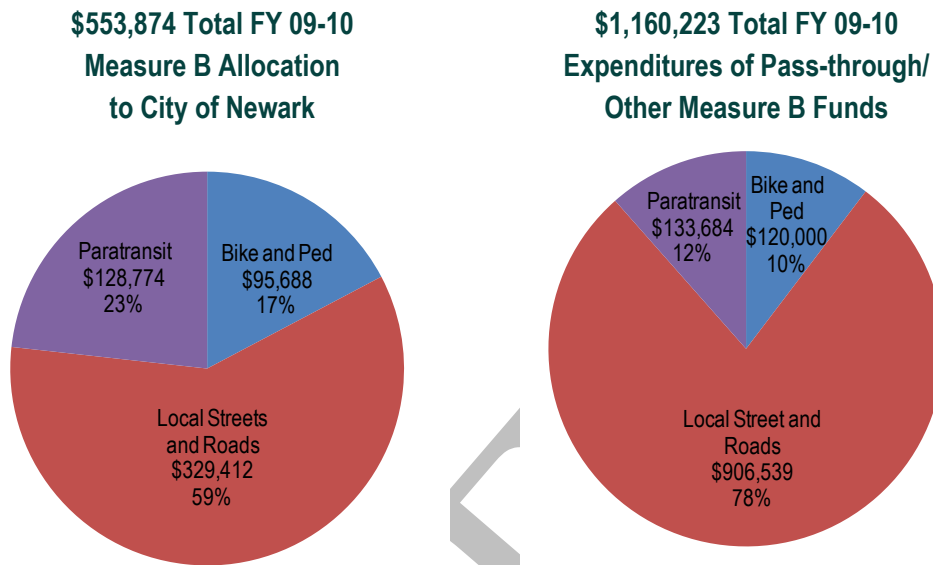
City of Newark

Date audit submitted: 12/23/10
Date report submitted: 12/23/10
Program compliance:

Contact: Dennis Jones, Assistant City Manager
 510-578-4000
 dennis.jones@newark.org

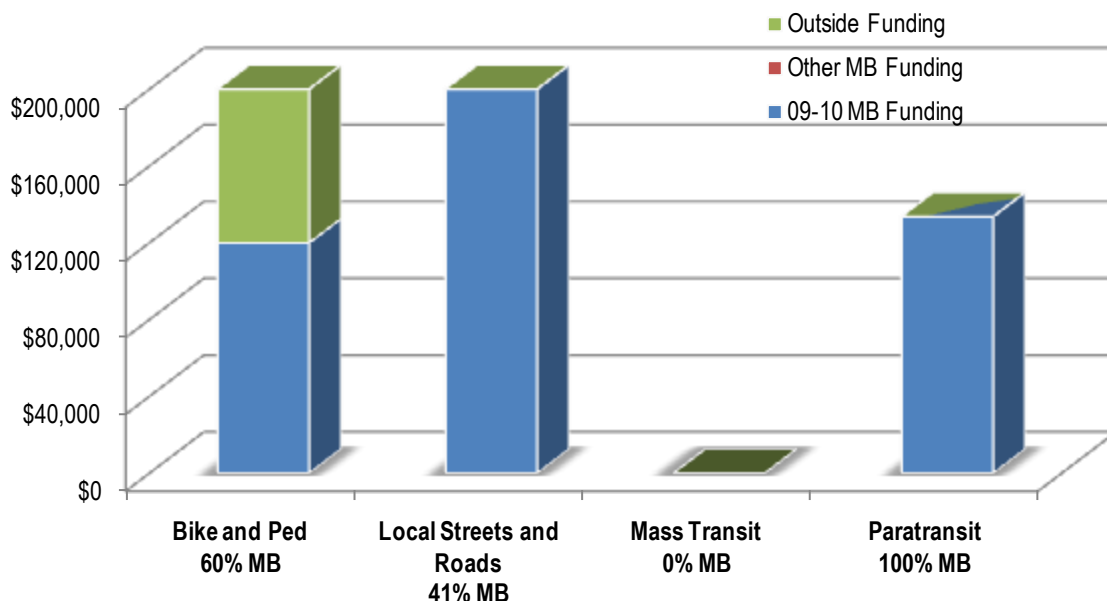
ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided \$553,874 in pass-through funds to the City of Newark for bicycle and pedestrian safety, local streets and roads, and paratransit programs. During FY 09-10, the City of Newark expended \$120,000 of Measure B funds on bicycle and pedestrian projects, \$906,539 on local streets and roads projects, and \$133,684 on its paratransit program, leveraging these funds for projects that cost over \$2.5 million total.



Measure B funds covered 60 percent of the City of Newark's total bicycle and pedestrian costs, 41 percent of local streets and roads costs, and 100 percent of total paratransit costs.

FY 09-10 Programs Total Project Cost and Percentage Measure B (MB) of Total



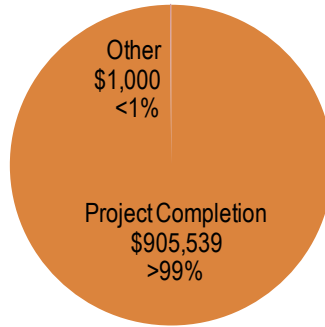
City of Newark Measure B Expenditures and Reserves

By project phase, the City of Newark reported expenditures of 100 percent of bicycle and pedestrian funds on project completion; over 99 percent of local streets and roads funds on project completion and less than 1 percent on other; and 100 percent of paratransit expenditures funded operations.

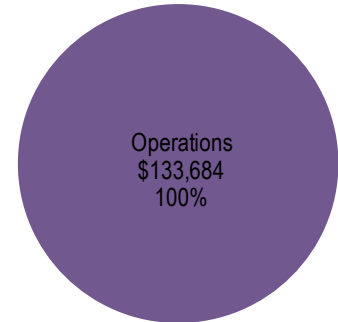
Bicycle and Pedestrian by Phase



Local Streets and Roads by Phase

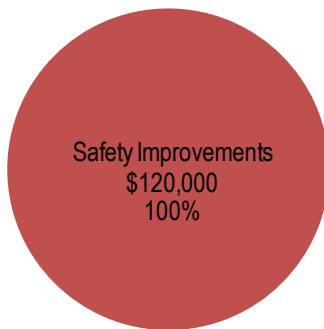


Paratransit by Phase

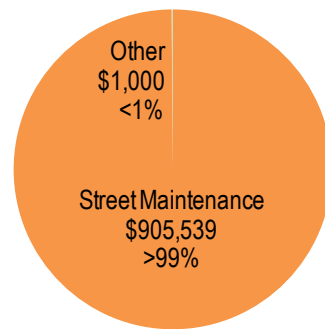


By project type, the City of Newark reported expenditures of 100 percent of bicycle and pedestrian funds on safety improvements; over 99 percent of local streets and roads funds on street maintenance (less than 1 percent on other); and 95 percent of paratransit funds on individual demand-response trips and 5 percent on meal delivery.

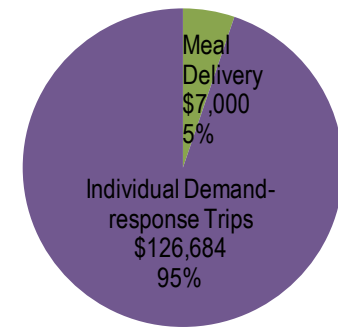
Bicycle and Pedestrian by Type



Local Streets and Roads by Type



Paratransit by Type



By project category, 100 percent of the City of Newark's Measure B local streets and road funds directly funded local streets and roads projects.

Local Streets and Roads by Category



City of Newark *cont'd*

The City of Newark reported an unspent FY 08-09 balance of over \$1.2 million and a remaining FY 09-10 Measure B balance of \$690,147.

City of Newark Measure B Reserves and Expenditures

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$8,303.92	\$95,688.14	\$3,748.80	\$120,000.00	-\$12,260.13
Local Streets and Roads	\$1,240,457.99	\$329,411.65	\$10,712.80	\$906,538.92	\$674,043.52
Paratransit	\$21,565.00	\$128,774.00	\$11,709.00	\$133,684.00	\$28,364.00
Total	\$1,270,326.91	\$553,873.79	\$26,170.60	\$1,160,222.92	\$690,147.39

Approximately 78 percent of the City of Newark's Measure B expenditures in FY 09-10 supported local streets and roads projects including pavement overlays and restoration. The City also uses Measure B to fund accessible paratransit for seniors and people with disabilities and to improve bicycle and pedestrian safety through sidewalk and curb repair.

Program highlights:

- ◆ In FY 09-10, the City of Newark repaired 11,745 square feet of sidewalk to improve safety.
- ◆ Measure B funded the City of Newark's street slurry seal and street cape seal programs, as well as its concrete street overlay program.
- ◆ The City's paratransit program provided 5,409 Measure B-funded lift/ramp-assisted individual demand-response trips and delivery of 11,707 meals to seniors and people with disabilities.

DRAFT

City of Oakland

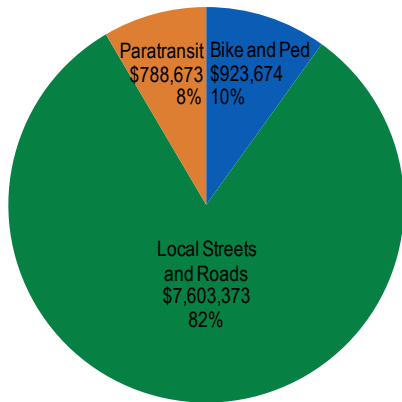
Date audit submitted: 12/23/10
Date report submitted: 12/30/10
Program compliance:

Contact: Joseph Yew, Finance Director
 510-238-6471
 JYew@oaklandnet.com

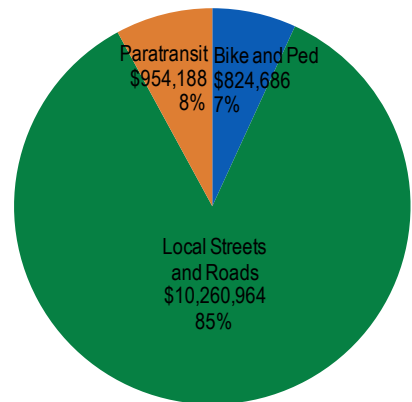
ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided \$9.3 million in pass-through funds to the City of Oakland for bicycle and pedestrian safety, local streets and roads, and paratransit programs. During FY 09-10, the City of Oakland expended \$824,686 of Measure B funds on bicycle and pedestrian projects, over \$10.2 million on local streets and roads projects, and \$954,188 on its paratransit program, leveraging these funds for projects that cost over \$21.8 million total.

**\$9,315,720 Total FY 09-10
 Measure B Allocation
 to City of Oakland**

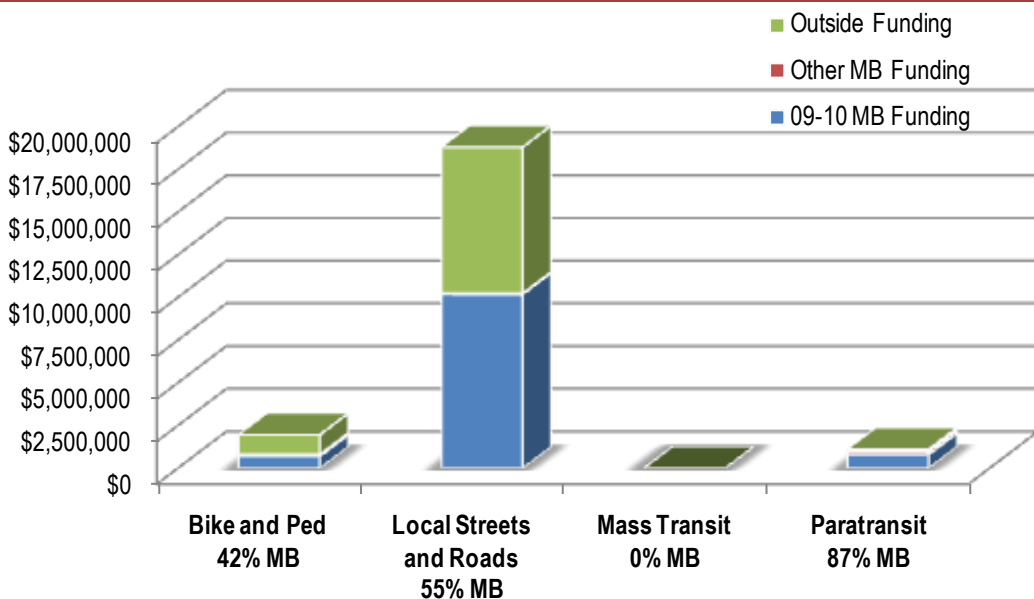


**\$12,039,838 Total FY 09-10
 Expenditures of Pass-through/
 Other Measure B Funds**



The City of Oakland also received Measure B funds through the Commission's competitive grant program. Measure B funds covered 42 percent of total bicycle and pedestrian costs, 55 percent of local streets and roads costs, and 87 percent of total paratransit costs.

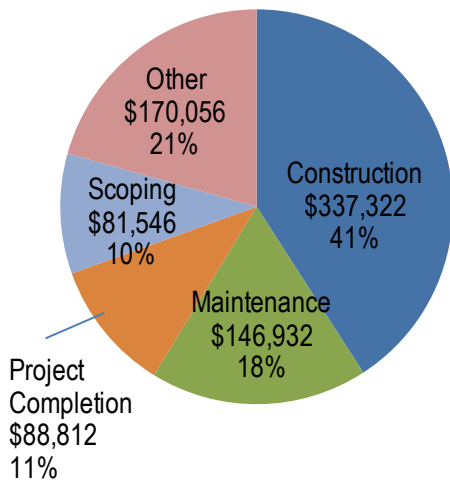
**FY 09-10 Programs Total Project Cost and Percentage
 Measure B (MB) of Total**



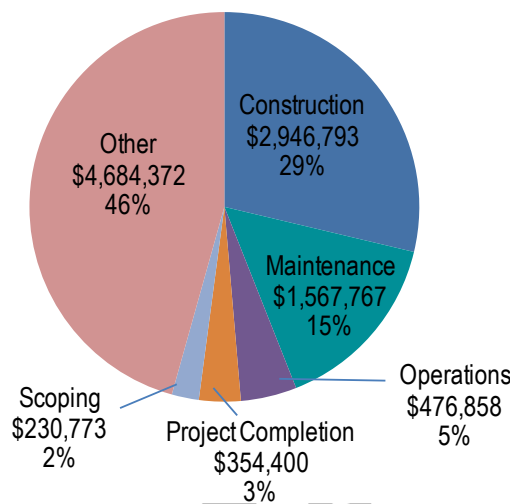
City of Oakland Measure B Expenditures and Reserves

By project phase, the City of Oakland reported bicycle and pedestrian expenditures of 41 percent on construction, 21 percent on other including bicycle safety and education and improved bicycle facilities, 18 percent on maintenance, 11 percent on project completion, and 10 percent on project scoping. The City reported that 46 percent of local streets and roads expenditures funded other including a traffic safety program, implementation of a computerized maintenance management system, and personnel services; 29 percent of local streets and roads dollars funded construction, 15 percent funded maintenance, and the rest covered operations, project completion, and project scoping. The City of Oakland spent 100 percent of Measure B paratransit funds on operations.

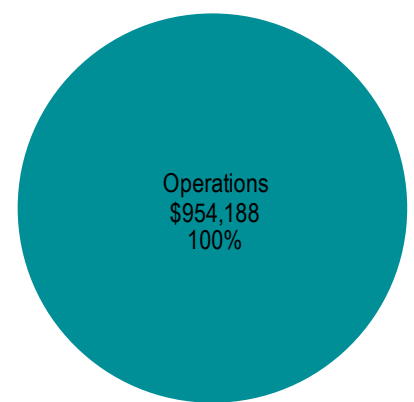
Bicycle and Pedestrian by Phase



Local Streets and Roads by Phase

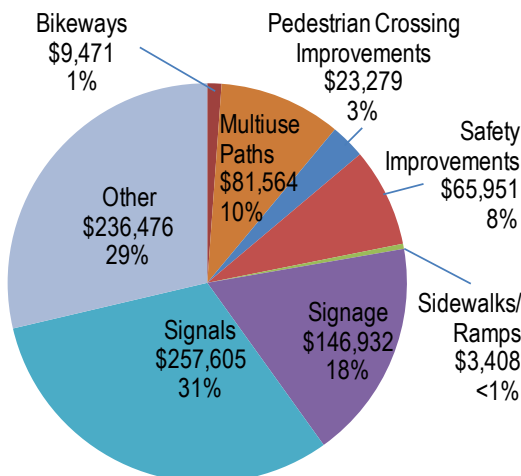


Paratransit by Phase

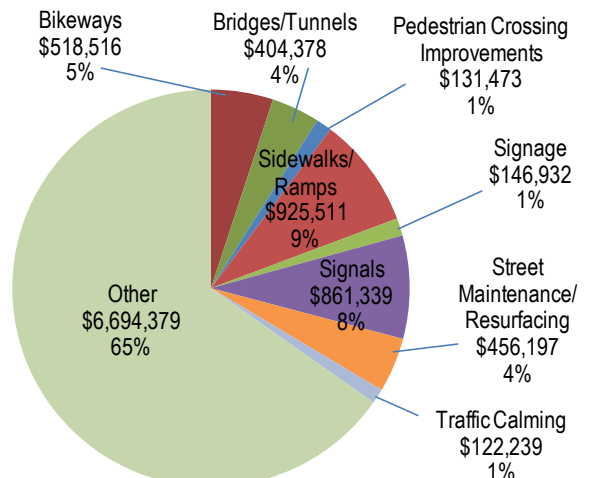


By project type, the City of Oakland reported 31 percent of bicycle and pedestrian expenditures on signals, 29 percent on other including a pedestrian streetscapes, bicycle facilities, and sidewalk and ramp repair. Other significant bicycle and pedestrian expenditures included signage, multiuse paths, and safety improvements. Approximately 65 percent of local streets and roads expenditures were reported as other, such as guardrail installation, personnel services, and restoration of the slope, fire access road, and City fire line and water service to North Oakland sports field damaged by the 2009 landslide.

Bicycle and Pedestrian by Type



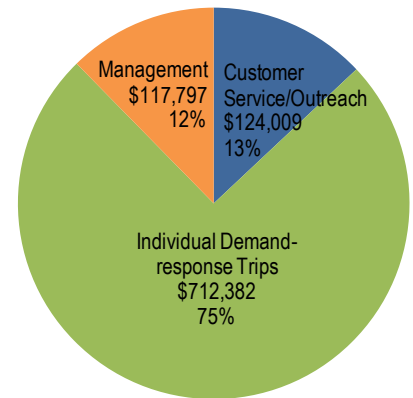
Local Streets and Roads by Type



City of Oakland *cont'd*

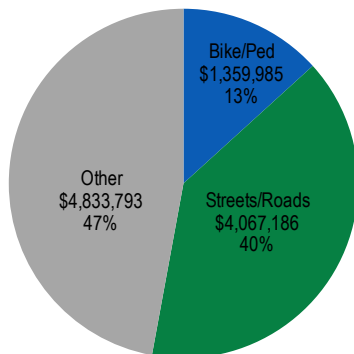
The remaining local streets and roads funds covered the following types of projects: sidewalks and ramps, signals, bikeways, street maintenance and resurfacing, and bridges and tunnels, among others. The City of Oakland spent the majority (75 percent) of Measure B paratransit funds on individual demand-response trips, 13 percent on customer service and outreach, and 12 percent on program management.

Paratransit by Type



By project category, the City of Oakland reported that 47 percent of the local streets and road funds went to “other” projects, including several of the aforementioned projects listed by phase and type, 40 percent directly supported local streets and roads projects, and 13 percent funded bicycle and pedestrian projects.

Local Streets and Roads by Category



The majority of the City of Oakland’s Measure B expenditures fund a variety of local streets and roads projects as well as personnel services to keep the streets, traffic signals, and sidewalks and ramps in good repair. Measure B also funds paratransit services for seniors and people with disabilities, and the remaining Measure B funds support numerous bicycle and pedestrian new projects to enhance bicycle and pedestrian safety and the environment.

The City of Oakland reported an unspent FY 08-09 balance of over \$14.6 million and a remaining FY 09-10 Measure B balance of \$12.3 million.

City of Oakland Measure B Expenditures and Reserves

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$2,526,439.00	\$923,674.00	\$8,443.00	\$696,637.00	\$2,761,919.00
Local Streets and Roads	\$12,128,727.00	\$7,603,373.00	\$42,045.00	\$10,187,618.00	\$9,586,527.00
Paratransit	\$16,101.00	\$788,673.00	\$200,383.00	\$1,099,215.00	-\$10,560.00
Total	\$14,671,267.00	\$9,315,720.00	\$250,871.00	\$11,983,470.00	\$12,337,886.00

Program highlights:

- ◆ The City of Oakland installed 211 high-visibility signs throughout the City to improve pedestrian safety.
- ◆ In FY 09-10, the City of Oakland implemented 324 traffic control and calming devices in residential and commercial neighborhoods to improve traffic safety.
- ◆ The City’s paratransit program provided 9,377 Measure B-funded individual demand-response taxi trips, 18,264 lift/ramp-assisted individual demand-response trips, as well as 6,050 taxi trips for seniors and people with disabilities funded by the Commission’s grant program.

City of Piedmont

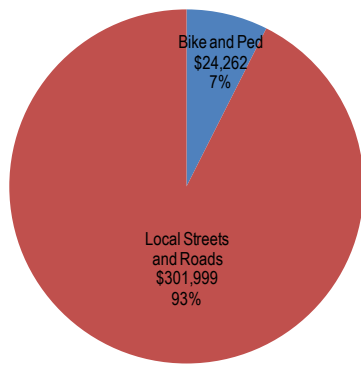
Date audit submitted: 12/20/10
Date report submitted: 12/20/10
Program compliance:

Contact: Mark Bichsel, Finance Director
 510-420-3045
 mbichsel@ci.piedmont.ca.us

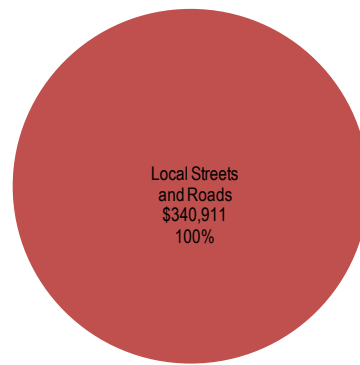
ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided \$326,261 in pass-through funds to the City of Piedmont for bicycle and pedestrian safety, and local streets and roads programs. During FY 09-10, the City of Piedmont did not report any bicycle and pedestrian expenditures, and expended \$340,911 on its local streets and roads program.

**\$326,261 Total FY 09-10
Measure B Allocation
to City of Piedmont**

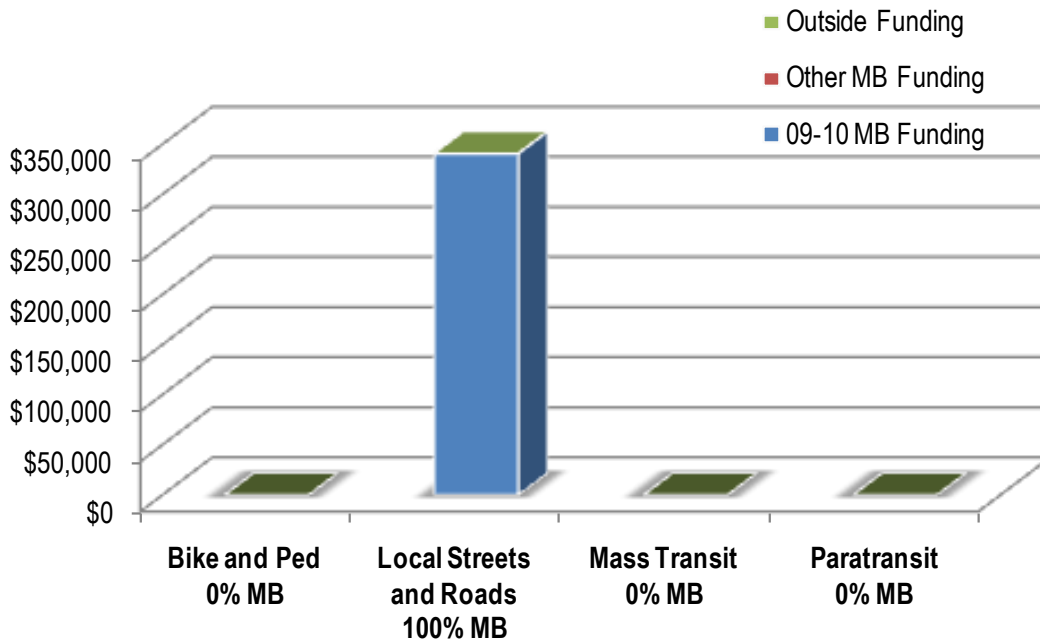


**\$340,911 Total FY 09-10
Expenditures of Pass-through/
Other Measure B Funds**



Measure B funds covered 100 percent of the City of Piedmont's local streets and roads costs in FY 09-10.

**FY 09-10 Programs Total Project Cost and Percentage
Measure B (MB) of Total**



City of Piedmont Measure B Reserves and Expenditures

By project phase, the City of Piedmont reported 100 percent of local streets and roads expenditures on project completion; by project type, the City of Piedmont reported 100 percent of local streets and roads expenditures on street maintenance; and by project category, the City report 100 percent of these expenditures directly covered the cost of streets and roads projects.

Local Streets and Roads by Phase



Local Streets and Roads by Type



Local Streets and Roads by Category



The City of Piedmont reported an unspent FY 08-09 balance of \$408,511 and a remaining FY 09-10 Measure B balance of \$314,512.

City of Piedmont Measure B Expenditures and Reserves

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$129,394.00	\$24,262.00	\$0.00	\$79,349.00	\$74,307.00
Local Streets and Roads	\$279,117.00	\$301,999.00	\$0.00	\$340,911.00	\$240,205.00
Total	\$408,511.00	\$326,261.00	\$0.00	\$420,260.00	\$314,512.00

The City of Piedmont counts on Measure B for local streets and roads projects throughout the City, including street resurfacing projects.

Program highlights:

- ◆ In FY 09-10, roadway repair in the City of Piedmont enhanced vehicle access throughout the City. The repaved roads benefit Piedmont residents and others who share the roads.



City of Pleasanton

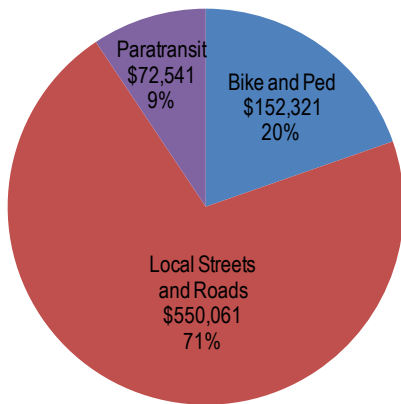
Date audit submitted: 12/27/10
Date report submitted: 12/30/10
Program compliance:

Contact: David Culver, Finance Director
 925-931-5400
 dculver@ci.pleasanton.ca.us

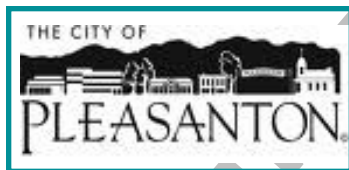
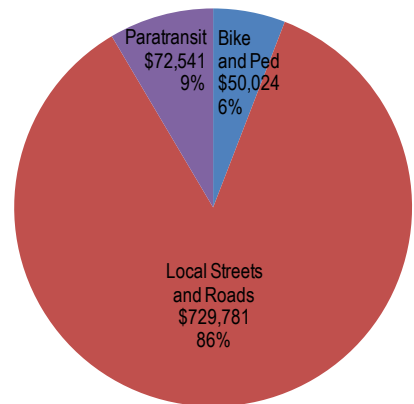
ACTIA Signage Audit Newsletter Article Web Copy

In FY 09-10, Alameda CTC provided \$774,923 in pass-through funds to the City of Oakland for bicycle and pedestrian safety, local streets and roads, and paratransit programs. During FY 09-10, the City of Pleasanton expended \$50,024 of Measure B funds on bicycle and pedestrian projects, \$729,781 on local streets and roads projects, and \$72,541 on its paratransit program, leveraging these funds for projects that cost over \$2.2 million total.

**\$774,923 Total FY 09-10
Measure B Allocation
to City of Pleasanton**

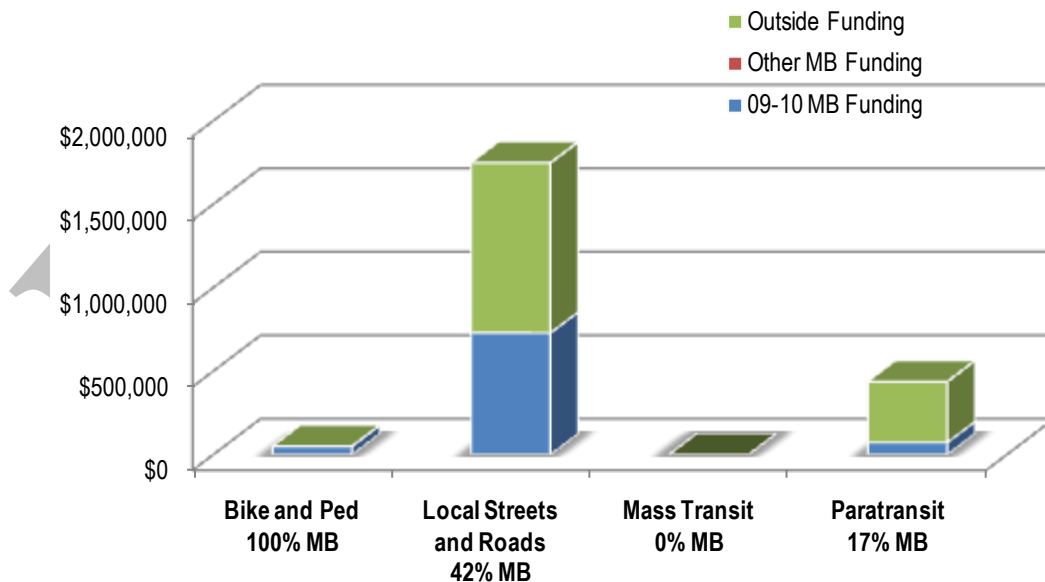


**\$852,346 Total FY 09-10
Expenditures of Pass-through/
Other Measure B Funds**



Measure B funds covered 100 percent of the City of Pleasanton's total bicycle and pedestrian costs, 42 percent of local streets and roads costs, and 17 percent of total paratransit costs.

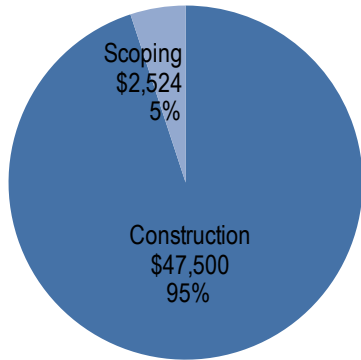
**FY 09-10 Programs Total Project Cost and Percentage
Measure B (MB) of Total**



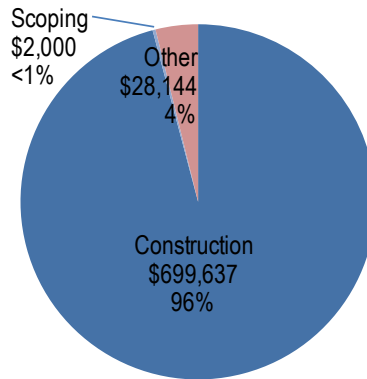
City of Pleasanton Measure B Reserves and Expenditures

By project phase, the City of Pleasanton reported bicycle and pedestrian expenditures of 95 percent on construction and 5 percent on project scoping. The City also used 96 percent of local streets and roads expenditures on construction, 4 percent on other and less than 1 percent on project scoping. The City of Pleasanton spent 100 percent of Measure B paratransit funds on operations.

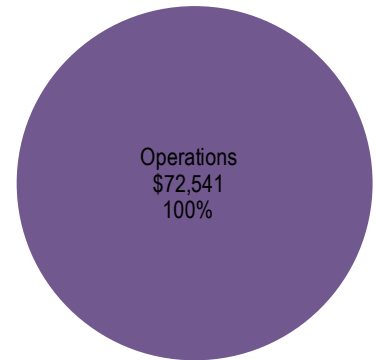
Bicycle and Pedestrian by Phase



Local Streets and Roads by Phase

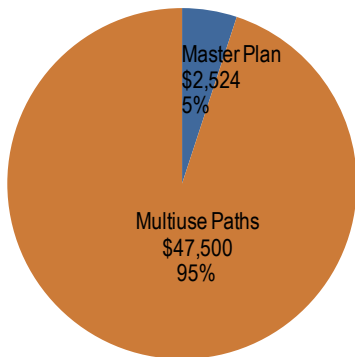


Paratransit by Phase

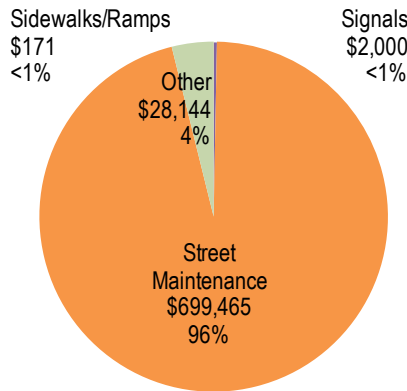


By project type, the City of Pleasanton reported 95 percent of bicycle and pedestrian expenditures on multi-use paths and 5 percent on a master plan. Approximately 96 percent of local streets and roads expenditures covered street maintenance, 4 percent funded other, and less than 1 percent funded signals and sidewalks and ramps. The City of Pleasanton used 100 percent of Measure B paratransit funds on individual demand-response trips.

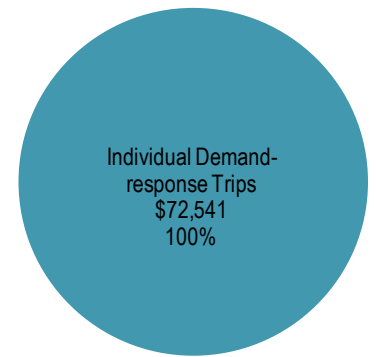
Bicycle and Pedestrian by Type



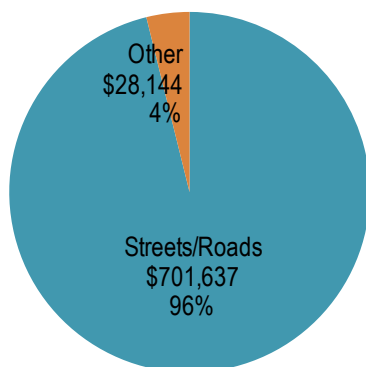
Local Streets and Roads by Type



Paratransit by Type



Local Streets and Roads by Category



By project category, the City of Pleasanton reported that 96 percent of the local streets and road funds directly supported local streets and roads projects, and 4 percent funded other, congestion management.

City of Pleasanton *cont'd*

The City of Pleasanton reported an unspent FY 08-09 balance of over \$1.8 million and a remaining FY 09-10 Measure B balance of over \$1.7 million.

City of Pleasanton Measure B Expenditures and Reserves

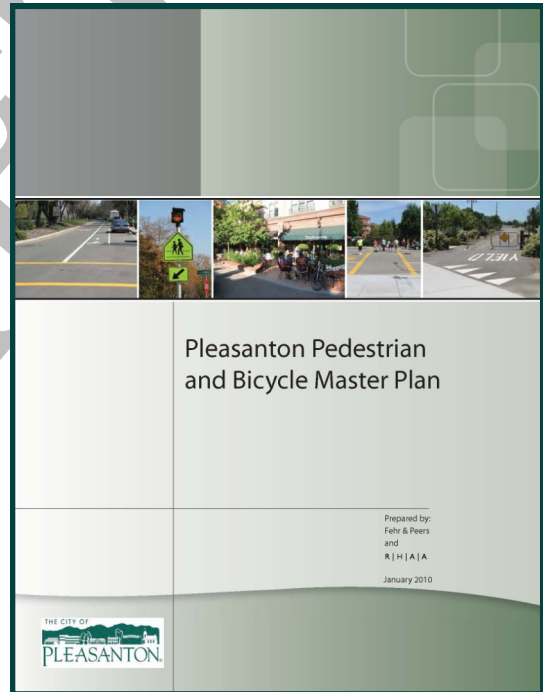
Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$880,110.35	\$152,320.92	\$13,386.26	\$50,024.25	\$995,793.28
Local Streets and Roads	\$960,696.22	\$550,060.70	\$1,278.90	\$729,780.70	\$782,255.12
Paratransit	\$0.00	\$72,541.39	\$400,346.82	\$72,541.00	\$0.00
Total	\$1,840,806.57	\$774,923.01	\$415,011.98	\$852,345.95	\$1,778,048.40

Note: This table reflects paratransit expenditures reported in the audit and Table 1 Attachment versus \$472,888 in paratransit MB expenditures in the compliance report.

The City of Pleasanton primarily uses Measure B expenditures to fund numerous local streets and roads projects. Measure B also supports a “walk-friendly” City of Pleasanton and funds pedestrian pathways and bike lanes. In addition, Measure B subsidizes the City’s paratransit services for seniors and people with

Program highlights:

- ◆ In FY 09-10, the City of Pleasanton completed its Pedestrian and Bicycle Master Plan, which will improve existing bicycle lanes and pedestrian pathways, as well as facilities.
- ◆ The City of Pleasanton resurfaced 1.1 million square feet of pavement; replaced 1,100 linear feet of curbs and gutters, 675 square feet of sidewalk/driveway, and installed of 65 access ramps; and put slurry sealant on 845,000 square feet of 38 City streets.
- ◆ Measure B funded 2,117 individual demand-response trips through the City’s paratransit service for seniors and people with disabilities.



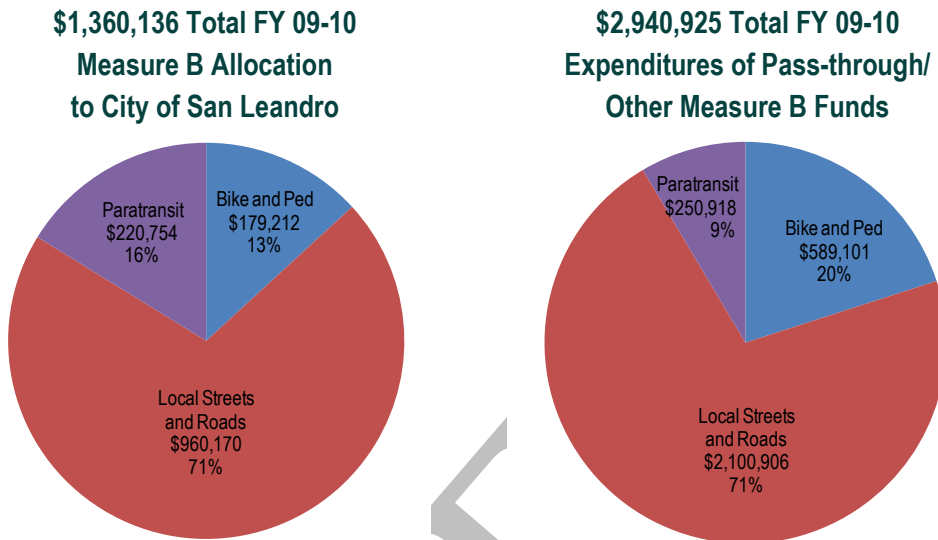
City of San Leandro

Date audit submitted: 12/23/10
Date report submitted: 12/23/10
Program compliance:

Contact: Tracy Vesely, Finance Director
 510-577-3330
 tvesely@sanleandro.org

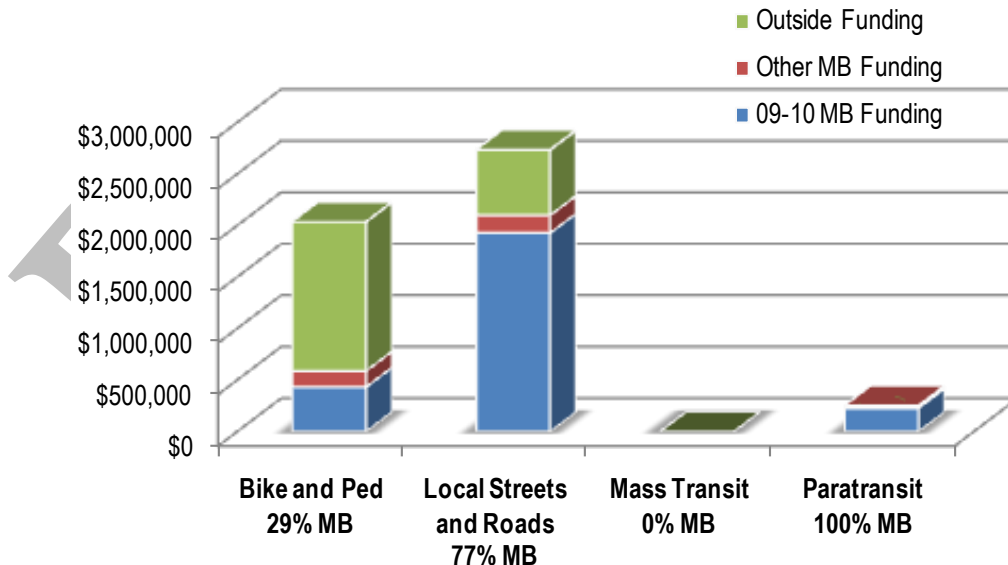
- ACTIA Signage
 Audit
 Newsletter Article
 Web Copy

In FY 09-10, Alameda CTC provided over \$1.3 million in pass-through funds to the City of San Leandro for bicycle and pedestrian safety, local streets and roads, and paratransit programs. During FY 09-10, the City of San Leandro expended \$589,101 of Measure B funds on bicycle and pedestrian projects, \$2.1 million on local streets and roads projects, and \$250,918 on its paratransit program, leveraging these funds for projects that cost \$5 million total.



The City of San Leandro also received Measure B funds through the Commission's competitive grant program. Measure B funds covered 29 percent of the City of Pleasanton's total bicycle and pedestrian costs, 77 percent of local streets and roads costs, and 100 percent of total paratransit costs.

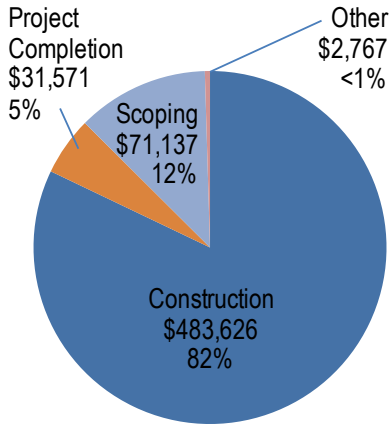
**FY 09-10 Programs Total Project Cost and Percentage
Measure B (MB) of Total**



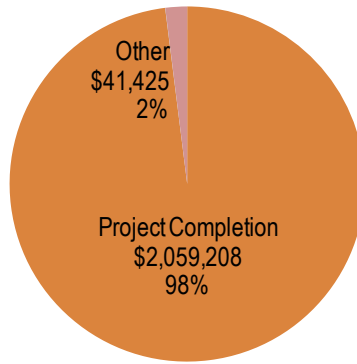
City of San Leandro Measure B Expenditures and Reserves

By project phase, the City of San Leandro reported 84 percent of bicycle and pedestrian expenditures on sidewalks and ramps, 12 percent on a master plan, 2 percent each on pedestrian crossing improvements and multiuse paths, and less than 1 percent on education and promotion. The City used the majority of its local streets and roads expenditures on project completion and 2 percent on other, including staff training and administration. The City of San Leandro reported 100 percent of Measure B paratransit funds on other, described as flex-shuttle and curb-to-curb paratransit services.

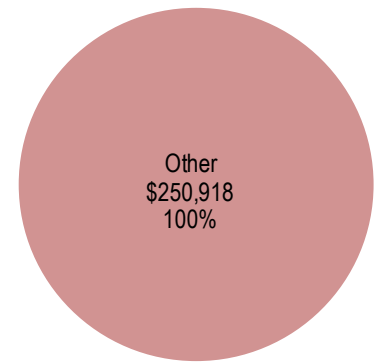
Bicycle and Pedestrian by Phase



Local Streets and Roads by Phase

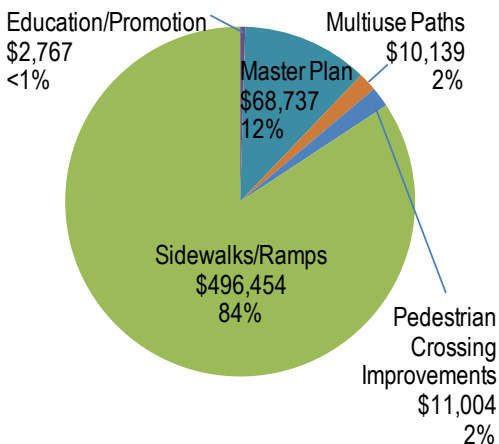


Paratransit by Phase

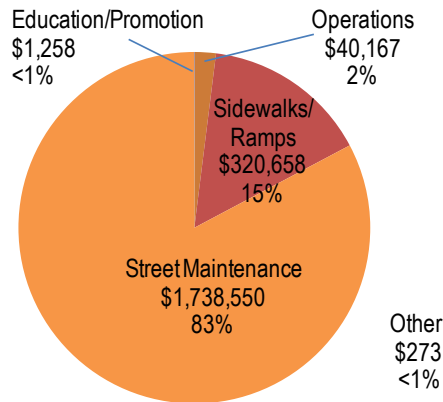


By project type, the City of San Leandro reported 95 percent of bicycle and pedestrian expenditures on multiuse paths and 5 percent on a master plan. Approximately 83 percent of local streets and roads expenditures covered street maintenance, 15 percent funded sidewalks and ramps, and 2 percent funded operations. The City of Pleasanton used 100 percent of Measure B paratransit funds on shuttle or fixed-route trips.

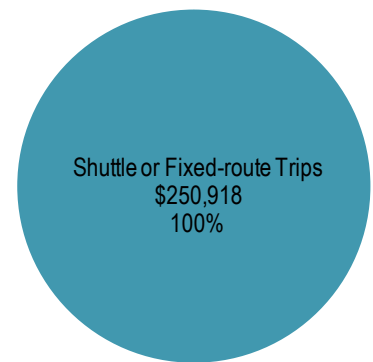
Bicycle and Pedestrian by Type



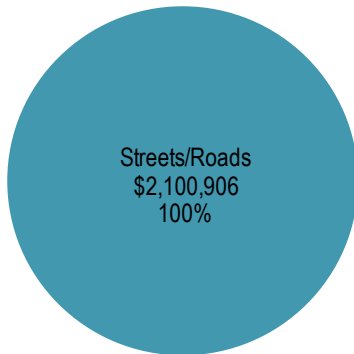
Local Streets and Roads by Type



Paratransit by Type



Local Streets and Roads by Category



By project category, the City of San Leandro reported that 100 percent of the local streets and roads funds directly supported local streets and roads projects.



The City of San Leandro reported an unspent FY 08-09 balance of just over \$3 million and a remaining FY 09-10 Measure B balance of just over \$2 million.

City of San Leandro Measure B Reserves and Expenditures

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$1,158,391.00	\$179,212.00	\$71,414.00	\$433,450.00	\$975,567.00
Local Streets and Roads	\$1,946,135.00	\$960,170.00	\$120,570.00	\$1,928,948.00	\$1,097,927.00
Paratransit	-\$31,815.00	\$220,754.00	\$1,559.00	\$250,918.00	-\$37,058.00
Total	\$3,072,711.00	\$1,360,136.00	\$193,543.00	\$2,613,316.00	\$2,036,436.00

The majority of Measure B funds support the City of San Leandro's local streets and roads program, which improves and maintains streets throughout the City. The City also relies on Measure B for numerous bicycle and pedestrian projects, from walkways and multiuse paths to bridges, access ramps and lighted crosswalks. Measure B also funds the City's Flex Shuttle Service as well as individual demand-response trips for seniors and people with disabilities.

Program highlights:

- ◆ One of San Leandro's signature projects is the San Leandro Slough Bicycle and Pedestrian Bridge that had a grand opening on May 7, 2010 to celebrate the newly constructed bridge that connects the Oyster Bay Regional Park with the Oakland Airport, as well as the completion of the San Francisco Bay Trail's 300th mile.
- ◆ The City of San Leandro used cape or slurry seal to resurface almost 500,000 square feet of roadway; repaired 768 square feet of valley gutter and 1,396 linear feet of curb and gutter through its drainage repair program; and repaired 11,200 square feet of sidewalk to improve safety.
- ◆ In FY 09-10, Measure B funded 438 individual demand-response trips for people who cannot access the fixed route shuttle due to location or physical limitations; Measure B also funded a portion of the 6,857 shuttle trips that the City of San Leandro's paratransit program provided.

City of Union City/Union City Transit

Date audit submitted: 01/04/11

Contact: Richard Digre, Administrative Services Director

Date report submitted: 12/20/10

510-675-5431

Program compliance:

rdigre@unioncity.org

ACTIA Signage

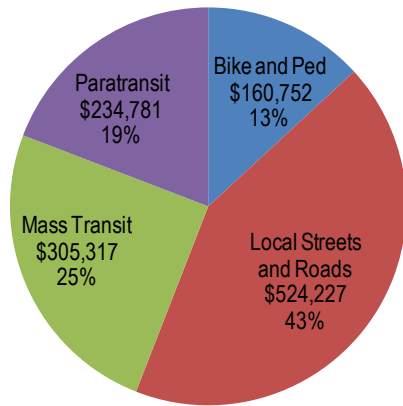
Audit

Newsletter Article

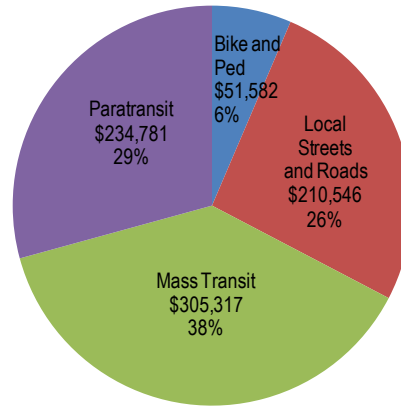
Web Copy

In FY 09-10, Alameda CTC provided over \$1.2 million in pass-through funds to the City of Union City/Union City Transit for bicycle and pedestrian safety, local streets and roads, mass transit, and paratransit programs. During FY 09-10, the City of Union City expended \$51,582 of Measure B funds on bicycle and pedestrian projects, \$210,546 on local streets and roads projects, \$305,317 on mass transit operations, and \$234,781 on its paratransit program, leveraging these funds for projects that cost over \$3.9 million total.

**\$1,225,077 Total FY 09-10
Measure B Allocation
to City of Union City**

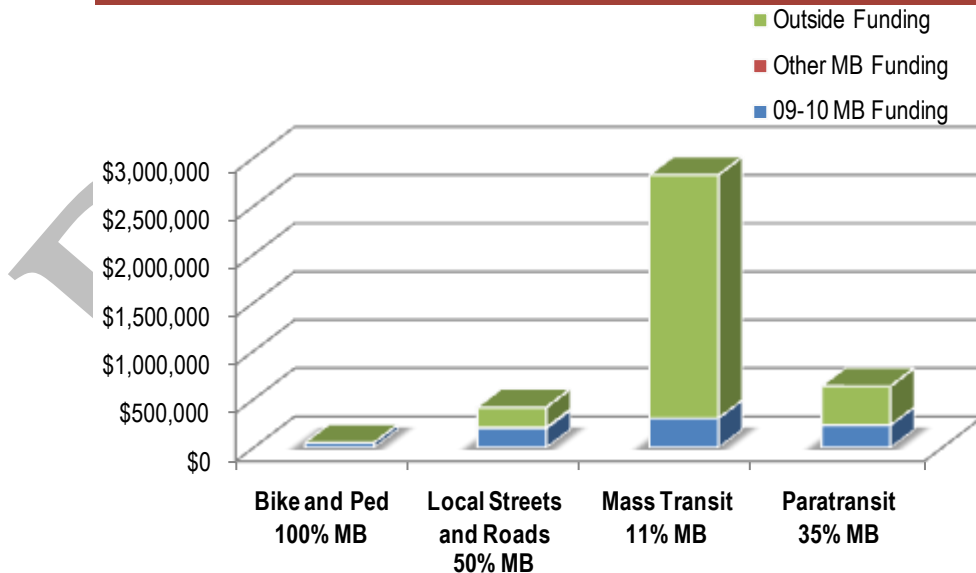


**\$802,226 Total FY 09-10
Expenditures of Pass-through/
Other Measure B Funds**



Measure B funds covered 100 percent of the City of Union City's total bicycle and pedestrian costs, 50 percent of local streets and roads costs, 11 percent of mass transit costs, and 35 percent of total paratransit costs.

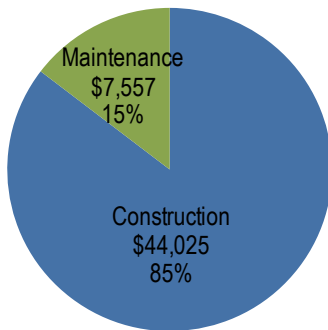
**FY 09-10 Programs Total Project Cost and Percentage
Measure B (MB) of Total**



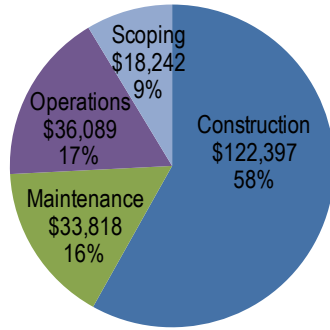
City of Union City Measure B Expenditures and Reserves

By project phase, the City of Union City reported 85 percent of bicycle and pedestrian expenditures on construction and 15 percent on maintenance. For local streets and roads projects, Measure B expenditures were 58 percent on construction, 17 percent on operations, 16 percent on maintenance, and 9 percent on scoping. The City of Union City reported 100 percent of Measure B mass transit funds on operations as well as 100 percent of paratransit expenditures on operations.

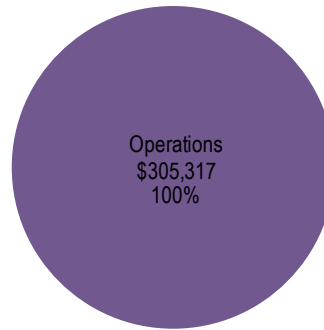
Bicycle and Pedestrian by Phase



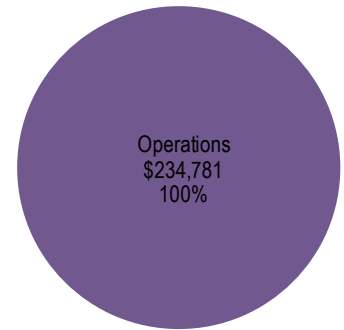
Local Streets and Roads by Phase



Mass Transit by Phase

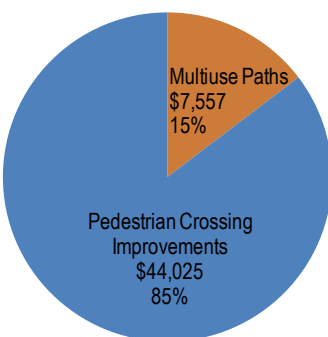


Paratransit by Phase

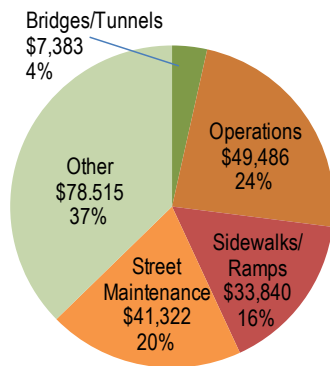


By project type, the City of Union City reported 85 percent of bicycle and pedestrian expenditures on pedestrian crossing improvements and 15 percent on multiuse paths. Approximately 37 percent of local streets and roads expenditures, reported as other, covered design fees to improve an intersection; other local streets and roads expenditures include 24 percent on operations, 20 percent on street maintenance, 16 percent on sidewalks and ramps, and 4 percent on bridges/tunnels. Union City Transit expended 100 percent of Measure B mass transit funds on operations, and the City of Union City spent 100 percent of Measure B paratransit funds on individual demand-response trips for seniors and people with disabilities.

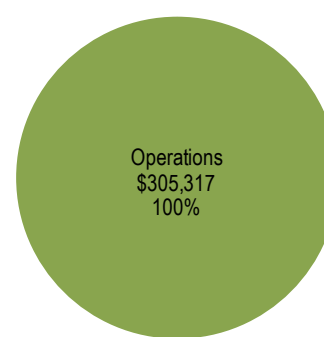
Bicycle and Pedestrian by Type



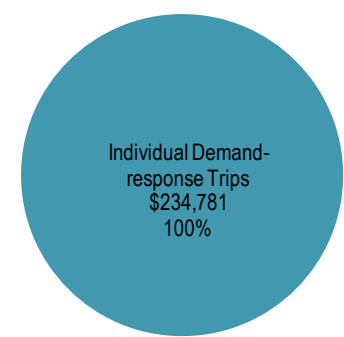
Local Streets and Roads by Type



Mass Transit by Type



Paratransit by Type

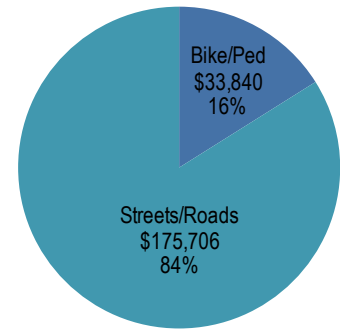


City of Union City/Union City Transit *cont'd*

By project category, the City of Union City reported that 84 percent of the local streets and roads funds directly supported local streets and roads projects, and 16 percent covered the costs of bicycle and pedestrian safety projects.

The City of Union City/Union City Transit reported an unspent FY 08-09 balance of over \$2.8 million and a remaining FY 09-10 Measure B balance of \$3.3 million.

**Local Streets and Roads
by Category**



City of Union City Measure B Reserves and Expenditures

Program	08-09 Unspent MB Balance:	09-10 MB Revenues:	Interest/ Other Income:	MB Expended in 09-10:	Ending MB Balance:
Bicycle and Pedestrian	\$900,892.00	\$160,752.00	\$11,633.00	\$51,582.00	\$1,021,695.00
Local Streets and Roads	\$1,976,680.00	\$524,227.00	\$27,430.00	\$200,303.00	\$2,328,034.00
Mass Transit	\$0.00	\$305,317.00	\$0.00	\$305,317.00	\$0.00
Paratransit	\$0.00	\$234,781.00	\$431,983.00	\$234,781.00	\$0.00
Total	\$2,877,572.00	\$1,225,077.00	\$471,046.00	\$791,983.00	\$3,349,729.00

Measure B subsidizes Union City Transit operations and maintenance and supports the Union City Paratransit Program operations and maintenance. The City of Union City also relies on Measure B for its local streets and roads program, which improves accessibility and maintains streets throughout the City. In addition, the City benefits from Measure B-funded projects that improve bicycle and pedestrian safety.

Program highlights:

- ◆ In FY 09-10, the City of Union City installed 21,134 square feet of high-visibility crosswalks that allow students to walk to school safely along school routes.
- ◆ The City of Union City repaired and sealed 9,000 square feet of roadway to repair potholes and maintain local streets; the City also performed a traffic study, replaced traffic signals, and upgraded eight pedestrian signals to be audible to allow people with impaired vision to safely cross the street, as well as completed several other local streets and roads projects.
- ◆ Measure B funded approximately 48,470 passenger trips on Union City Transit.
- ◆ Measure B funded approximately 5,827 individual demand-response paratransit trips for seniors and people with disabilities.



Bicycle and Pedestrian Program Glossary

This glossary is intended as a guide to the project category, project phase, and project type drop-down menus on the Table 1 Excel workbook attachment.

Bicycle and Pedestrian Project Category

Bike: Primarily a bicycle project.

Bike & Ped: Project intended for both bicyclists and pedestrians.

Bicycle and Pedestrian Project Phase

Construction (new): Construction of a new capital project, including development of the preliminary engineering and construction documents: the plans, specifications, and estimates.

Environmental: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA).

Maintenance: Maintenance, repairs, renovation, or upgrade of existing facility/infrastructure.

Operations: Operations such as for bike stations.

Project Completion/Closeout: Inspection/project acceptance, final invoicing, final reporting, and processes for closing out project.

Scoping, Feasibility, Planning: Early capital project phases, such as project scoping, feasibility studies, and planning.

Other: Use if none of the above apply, and define the project phase by selecting Project Type (Column C) and describe the phase under Project Description (Column E).

Bicycle and Pedestrian Project Type

Bike Parking: Bike racks and lockers, bike shelters, attended bike parking facilities, and bike parking infrastructure.

Bikeways (non-Class I): Bike lanes (Class II), bike boulevards, sidepaths, bike routes (Class III), at-grade bike crossings. Includes bikeway maintenance.

Bridges and Tunnels: Bicycle-pedestrian crossings above or below grade.

Education and Promotion: Marketing, education, information, outreach, promotional campaigns, and programs.

Master Plan: Bicycle and/or pedestrian master plan development.

Multiuse Paths (Class I): Pathways (Class I) for bicyclists, pedestrians, and other non-motorized modes. Includes maintenance of multiuse paths.

Pedestrian Crossing Improvements: At-grade pedestrian crossing improvements such as crosswalks, roadway/geometric changes, or reconfiguration specifically benefiting pedestrians.

Safety Improvements: Infrastructure improvements for bicyclists and pedestrians not covered by other project types on the list.

Sidewalks and Ramps: New sidewalks, sidewalk maintenance, curb ramps, stairs/ramps for pedestrian and Americans with Disabilities Act access.

Bicycle and Pedestrian Project Type *cont'd*

Safety Improvements: Infrastructure improvements for bicyclists and pedestrians not covered by other project types on the list.

Sidewalks and Ramps: New sidewalks, sidewalk maintenance, curb ramps, stairs/ramps for pedestrian and Americans with Disabilities Act access.

Signage: Warning, regulatory, wayfinding, or informational signage. Includes signage maintenance.

Signals: New traffic signals or crossing signals for pedestrians and/or bicycles, signal upgrades, countdown signals, audible signals, and video detection.

Staffing: Salary and benefits for staff to support projects, programs, or services.

Traffic Calming: Infrastructure primarily aimed at slowing down motor vehicle traffic.

Other: Use if none of the Project Types apply or for projects that consist of multiple types of improvements. Describe the type under Project Description (Column E).

Local Streets and Roads Program Glossary

This glossary is intended as a guide to the project category, project phase, and project type drop-down menus on the Table 1 Excel workbook attachment.

Local Streets and Roads Project Category

Bike/Ped: Bicycle and pedestrian project, program, plan, or staffing.

Mass Transit: Bus, ferry, rail, or shuttle project.

Paratransit: Paratransit services for seniors and or people with disabilities.

Streets and Roads: Streets, roads, or highways project.

Other: Use if none of the above apply, and define category by selecting Project Type (Column C) and providing Project Description (Column E).

Local Streets and Roads Project Phase

Construction (includes PS&E): Construction of a new capital project, including development of the preliminary engineering and construction documents: the plans, specifications, and estimates.

Environmental: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA).

Maintenance: Maintenance, repairs, renovation, or upgrade of existing facility or infrastructure.

Operations: Operations such as transit, which may include routine maintenance and procurement, or lease of vehicles/equipment; intelligent transportation systems; or corridor system management.

Project Completion/Closeout: Inspection/project acceptance, final invoicing, final reporting, and processes for closing out project.

Scoping, Feasibility, Planning: Early capital project phases, such as project scoping, feasibility studies, and planning.

Other: Use if none of the above apply, and define the project phase by selecting Project Type (Column C) and describe the phase under Project Description (Column E).

Local Streets and Roads Project Type

- Bike Parking:** Bike racks and lockers, bike shelters, attended bike parking facilities, and bike parking infrastructure.
- Bikeways and Multiuse Paths:** Bike lanes, bike boulevards, sidepaths, bike routes, multiuse pathways, at-grade bike crossings. Includes maintenance of bikeway facilities.
- Bridges and Tunnels:** Crossings above or below grade for bicycles, pedestrians, and/or autos. Education and Promotion: Marketing, education, information, outreach, and promotional campaigns and programs.
- Equipment and New Vehicles:** Purchase or lease of vehicles. Equipment for service improvements, such as information dissemination, fare collection, etc.
- Operations:** Operations including traffic signal system controls/interconnection, corridor monitoring and management, and transit system operations.
- Pedestrian Crossing Improvements:** At-grade pedestrian crossing improvements such as crosswalks, roadway/geometric changes or reconfiguration specifically benefiting pedestrians.
- Sidewalks and Ramps:** New sidewalks, sidewalk maintenance, curb ramps, stairs/ramps for pedestrian and Americans with Disabilities Act access.
- Signage:** Warning, regulatory, wayfinding, or informational signage.
- Signals:** New traffic signals or crossing signals, signal upgrades, countdown signals, audible signals, or signal timing improvements.
- Staffing:** Salary and benefits for staff to support projects, programs, or services.
- Street Resurfacing and Maintenance:** Repaving and resurfacing of on-street surfaces, including striping.
- Traffic Calming:** Infrastructure primarily aimed at slowing down motor vehicle traffic.
- Welfare to Work:** Transit services to enhance transportation opportunities for persons making the transition from welfare to work.
- Other:** Use if none of the Project Types apply or for projects that consist of multiple types of improvements. Describe the type under Project Description (Column E).

Mass Transit Program Glossary

This glossary is intended as a guide to the project category, project phase, and project type drop-down menus on the Table 1 Excel workbook attachment. **Bus:** Bus and/or shuttle project.

Mass Transit Project Category

- Ferry:** Ferry project or service.
- Paratransit:** Paratransit service for seniors and/or people with disabilities.
- Rail:** Rail project/service.
- Other:** Use if none of the above apply, and define the category by selecting Project Type (Column C) and providing a Project Description (Column E).

Mass Transit Project Phase

Construction (includes PS&E): Construction of a new capital project, including development of the preliminary engineering and construction documents: the plans, specifications, and estimates.

Environmental: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA).

Maintenance: Maintenance, repairs, renovation, or upgrade of existing facility or infrastructure.

Operations: Operations such as transit, which may include routine maintenance and procurement, or lease of vehicles/equipment; intelligent transportation systems; or corridor system management.

Project Completion/Closeout: Inspection/project acceptance, final invoicing, final reporting, and processes for closing out project.

Scoping, Feasibility, Planning: Early capital project phases, such as project scoping, feasibility studies, and planning.

Other: Use if none of the above apply, and define the project phase by selecting Project Type (Column C) and describe the phase under Project Description (Column E).

Mass Transit Project Type

Education and Promotion: Marketing, education, information, outreach, and promotional campaigns and programs.

Equipment and New Vehicles: Purchase or lease of vehicles. Equipment for service improvements, such as information dissemination, fare collection, etc.

Operations: Vehicle operation, scheduling, dispatching, vehicle maintenance, supervision, and fare collection (including ticket or scrip printing and sales) for the purpose of carrying passengers. Includes actual operations cost and contracts to perform operations.

Safety Improvements: Safety or security improvements for operators, passengers, service users, facilities, and infrastructure or property.

Staffing: Salary and benefits for staff to support projects, programs, or services.

Welfare to Work: Transit services to enhance transportation opportunities for persons making the transition from welfare to work.

Other: Use if none of the Project Types apply or for projects that consist of multiple types of improvements. Describe type under Project Description (Column E).

Paratransit Program Glossary

This glossary is intended as a guide to the project category, project phase, and project type drop-down menus on the Table 1 Excel workbook attachment.

Paratransit Project Category

Disabled Services: Services primarily created for mobility for people with disabilities.

Meals on Wheels: Delivery of meals.

Senior & Disabled Services: Transportation services for seniors and people with disabilities.

Paratransit Project Category *cont'd*

Senior Services: Services primarily created for senior mobility.

Other: Use Other if none of the above apply, and define other by selecting Project Type (Column C) and providing Project Description (Column E).

Paratransit Project Phase

Construction (includes PS&E): Construction of a new capital project, including development of the preliminary engineering and construction documents: the plans, specifications, and estimates.

Environmental: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA).

Maintenance: Maintenance, repairs, renovation, or upgrade of existing facility or infrastructure.

Operations: Operations such as transit, which may include routine maintenance and procurement, or lease of vehicles/equipment.

Project Completion/Closeout: Inspection/project acceptance, final invoicing, final reporting, and processes for closing out project.

Scoping, Feasibility, Planning: Early capital project phases, such as project scoping, feasibility studies, and planning.

Other: Use if none of the above apply, and define the project phase by selecting Project Type (Column C) and describe the phase under Project Description (Column E).

Paratransit Project Type

Capital Purchase: Purchase of equipment, vehicles, or facilities.

Customer Service and Outreach: Staffing and benefits for customer service as well as costs associated with marketing, education, outreach, and promotional campaigns and programs.

EBP Ticket Purchase: Amounts paid to East Bay Paratransit for tickets plus associated costs, for example, distribution.

Group Trips: One-way passenger trips considered group trips. Includes vehicle operation and contracts. See Individual Demand-response Trips.

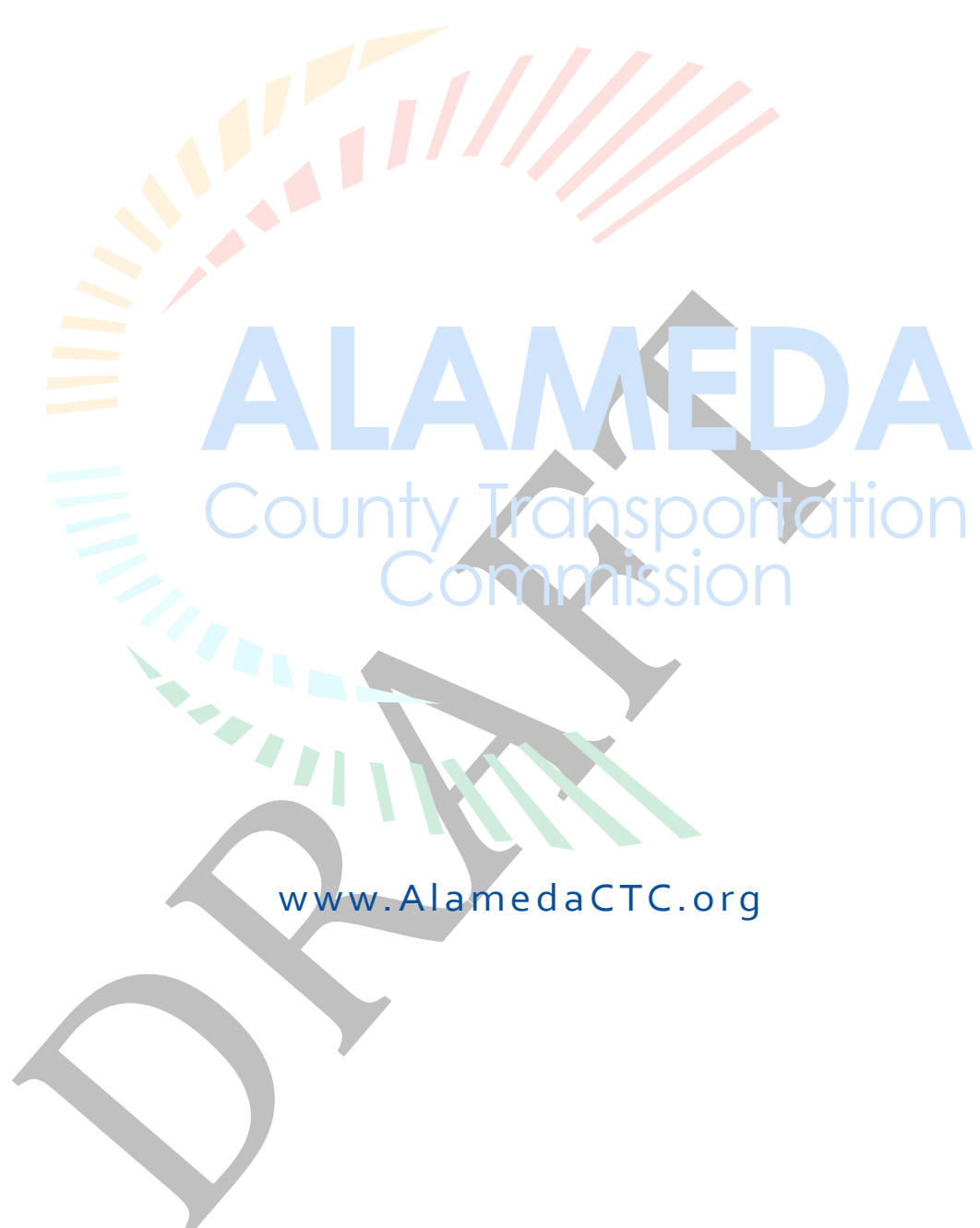
Individual Demand-response Trips: Taxi service, door-to-door trips, van trips, etc. Includes actual operation cost and contracts for vehicle operation, scheduling, dispatching, vehicle maintenance, supervision, and fare collection (including ticket or scrip printing and sales) for the purpose of carrying passengers.

Management: Staffing and benefits to manage programs, projects, and services.

Meal Delivery: Costs associated with vehicle operation, scheduling, dispatching, vehicle maintenance, and supervision for the purpose of delivering meals, whether provided in-house, through contracts, via taxicab, or by grantees.

Shuttle or Fixed-route Trips: Shuttle service or fixed-route bus service, for example. Includes vehicle operation and contracts. See Individual Demand-response Trips.

Other: Use if none of the above apply. Describe the Type under Project Description (Column E).



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Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee

FROM: Arthur L. Dao, Executive Director
James O'Brien, Project Controls Team – Program Manager

SUBJECT: **Approval of FY 2011-12 Measure B Strategic Plan
Measure B Capital Projects Program**

Recommendation

It is recommended that the Commission approve the FY 2011-12 Measure B Strategic Plan for the Measure B Capital Projects Program.

Summary

The Strategic Plan for the Capital Projects Program provides the basis for the commitments of Measure B funding to the various capital projects included in the Capital Program. The Strategic Plan also lays out the timing for providing Measure B funds to projects. The timing of the Measure B commitments is especially significant in the FY 2011-12 Measure B Strategic Plan (FY 11/12 Strategic Plan), since the ACTIA Capital Program is nearing the point at which some type of debt financing will be required to provide the Measure B funds to the projects when they are needed, i.e. at the time the eligible costs are incurred by the implementing agency. The timing of the anticipated expenditures has a significant effect on the financing options and costs.

The FY 11/12 Strategic Plan will be the first adopted by the Alameda County Transportation Commission (ACTC). The FY 11/12 Strategic Plan will also be the first Strategic Plan to combine the 1986 Measure B Capital Program (ACTA) with the 2000 Measure B Capital Program (ACTIA).

In April 2011, the ACTC approved assumptions to be incorporated into the FY 11/12 Strategic Plan. Those assumptions included holding the current level of Measure B commitment to the remaining active projects. The summary of Measure B commitments for the remaining projects in the ACTA Capital Program are shown in Table A-1 in Attachment A. The summary of Measure B commitments for all of the projects in the ACTIA Capital Program are shown in Table A-2 in Attachment A.

The assumptions to be incorporated into the FY 11/12 Strategic Plan approved by the ACTC in April 2011, included a Three-Year Allocation Plan similar to the current FY 10/11 Strategic Plan, however, the Allocation Plan included in the FY 11/12 Strategic Plan (FY 11/12 Allocation Plan) has been expanded to a five-year horizon in order to cover the remainder of the allocations anticipated for the ACTIA Capital Program. The FY 11/12 Allocation Plan included in Attachment B includes revisions

to the Draft FY 11/12 Allocation Plan approved by the Commission in May 2011 for three Measure B capital projects. The revisions, that do not change the total Measure B commitment to any of the Expenditure Plan projects, are as follows:

- I-680 Sunol Express Lanes Project (ACTIA No. 8) - The ACTIA Measure B Commitment Summary included in Attachment A and the FY 11/12 Allocation Plan included in Attachment B have been revised to reflect a separation of the Measure B commitment to ACTIA No. 8 into southbound and northbound, ACTIA No. 8A and 8B, respectively. The total Measure B commitment to the southbound Express Lane, ACTIA 8A, has been set at \$15.197 million, and the total Measure B commitment to the northbound Express Lane, ACTIA 8B, is \$20 million.
- Dumbarton Rail Corridor (ACTIA No. 25) – The ACTIA Measure B Commitment Summary included in Attachment A and the FY 11/12 Allocation Plan included in Attachment B have been revised to reflect an allocation of \$150 thousand scheduled for consideration by the Commission in June 2011 (i.e. the same meeting as the FY 11/12 Strategic Plan).
- Congestion Relief Emergency Fund (ACTIA No. 27) – The ACTIA Measure B Commitment Summary included in Attachment A and the FY 11/12 Allocation Plan included in Attachment B have been revised to reflect a reduction to the total Measure B commitment for ACTIA No. 27. The ACTIA No. 27 amounts have been reduced to reflect the Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan (TEP) Development Project (ACTIA No. 27D) which was inadvertently not shown in previous summaries. The ACTC (ACTIA at the time) approved \$50 thousand for ACTIA 27D in June 2010. The revised Measure B commitment and FY 11/12 Beginning Programmed Balance for ACTIA No. 27, along with the commitment and allocation for ACTIA No. 27D, are reflected in Attachments A and B.

Discussion/Background

The Strategic Plan for the ACTA and ACTIA Measure B Capital Programs provides an annual summary of the status of the Measure B commitments to the capital projects included in both Measures. The two Measures had different requirements and procedures for the programming, allocation, encumbrance, and expenditure of Measure B funds. The revenue collection for the first Measure (ACTA) ceased in 2002 on the day before the revenue collection for the current Measure (ACTIA) began.

The FY 11/12 Strategic Plan will be the first adopted by the ACTC since the Alameda County Transportation Improvement Authority (ACTIA) assumed the responsibilities of the Alameda County Transportation Authority (ACTA) and subsequently merged with the Alameda County Congestion Management Agency (ACCMA) during 2010. The FY 11/12 Strategic Plan will also be the first Strategic Plan to combine the 1986 Measure B Capital Program (ACTA) with the 2000 Measure B Capital Program (ACTIA). The two predecessor Measure B agencies, ACTA and ACTIA, adopted separate Strategic Plans each fiscal year (FY) for their respective measures. The FY 11/12 Strategic Plan adopted for the combined capital programs must maintain the separate requirements associated with each measure throughout the remainder of each Capital Program.

The ACTC approved assumptions for developing the FY 11/12 Strategic Plan in April 2011. The Strategic Plan balances the revenue and cash balance assumptions with the capital project

expenditures assumptions for each Measure to assess the ACTC's ability to provide the commitments of Measure B funds to capital projects at the time they are needed to reimburse eligible project costs.

Revenue and Cash Balance Assumptions

Alameda County Transportation Authority (ACTA) Capital Program

The following revenue and cash balance assumptions are incorporated into the FY 11/12 Strategic Plan for the ACTA Capital Program.

1. The projected ACTA Measure B cash balance at the beginning of FY 2011/12, based on the Mid-Year Budget Update approved by the ACTC in February 2011, is \$163.3 million. This balance represents the estimated value of the ACTC's various interest-bearing accounts on June 30, 2011 available to fulfill the remaining ACTA Measure B commitments shown in Table B-1 in Attachment B.
2. The Authority ceased collecting sales tax on March 31, 2002. With the authority to collect the sales tax expired, the only revenue source is interest income generated from the Authority's various interest bearing accounts. The Mid-Year Budget Update approved by the ACTC in February 2011 included \$1.75 million in interest revenues for FY 2010/11. The interest rate on the cash balances for future years is projected to be 1-1/2% per annum or less for the remainder of the program.
3. The ACTC currently owns property that was acquired for ACTA capital project rights-of-way and is now considered surplus. The FY 2011-12 Strategic Plan assumes that sales of the surplus property would yield \$3.0 million of proceeds in FY 2013-14.

Alameda County Transportation Improvement Authority (ACTIA) Capital Program

The commitments of ACTIA Measure B funds are dependent, in large part, on the anticipated future revenues. The following revenue and cash balance assumptions are incorporated into the FY 11/12 Strategic Plan for the ACTIA Capital Program.

1. The projected beginning cash balance for FY 2011/12 dedicated to capital projects, based on the Mid-Year Budget Update approved by the ACTC in February 2011, will be \$38.1 million. This amount includes interest income.
2. The anticipated revenues for FY 2010/11 were increased to \$102.0 million in the Mid-Year Budget Update approved by the ACTC in February 2011. The ACTIA Capital Projects Account portion of the FY 2010/11 revenues is \$39.1 million. The projected revenue for future fiscal years is as follows:
 - For FY 2011/12: \$104.0 million.
 - From FY 2012-13 through the end of the program: 2% growth per year.
3. The anticipated interest revenues, based on the Mid-Year Budget Update approved by the ACTC in February 2011, for the ACTIA Capital Projects Account for FY 2010/11 is \$1.1 million. Interest revenues for future fiscal years are based on a rate of return of 1-1/2% or less on account balances.

Capital Project Expenditures Assumptions

ACTA Capital Program

The total commitments of ACTA Measure B funds to the remaining individual projects included in Table A-1 in Attachment A were all established in Amendments 1 and 2 to the 1986 Expenditure Plan. The remaining ACTA Measure B commitments shown in Table B-1 in Attachment B are anticipated for the following purposes:

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining ACTA Measure B commitment is for completing the on-going design, right of way, and utility relocation phases, and for the subsequent construction phase.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The remaining ACTA Measure B commitment is for completing the on-going construction phase.
3. I-580/Redwood Road Interchange (MB239) - This ACTA project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA 12) included in the ACTIA Capital Program. The remaining ACTA Measure B commitment is for completing the construction and right of way phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining ACTA Measure B commitment is for completing the on-going scoping phase. The project does not currently include project-specific implementation beyond the planning/scoping phase.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining ACTA Measure B commitment is for the scoping, design and construction phases.
6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining ACTA Measure B commitment amount for the project is moved to this line item for budgeting and cashflow purposes.
7. The ACTA Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the ACTIA Measure B commitment for Project ACTIA No. 2.

The ACTA Capital Account includes more funding than the total of the remaining ACTA Measure B commitments to capital projects. The uncommitted funding is held in a Capital Projects Reserve. The ACTC approved the following assumptions related to the Capital Projects Reserve in April 2011:

1. The ACTA Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan and any surplus ACTA Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the Capital Projects Reserve;
2. The ACTA Measure B commitments to capital projects that have closed out the final project phase, typically construction except for “Study Only” projects, with ACTA Measure B funds remaining will be adjusted to reflect the costs savings and any surplus ACTA Measure B funds will be reassigned to the Capital Projects Reserve; and

3. The Capital Projects Reserve funding will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified.

The FY 11/12 Allocation Plan included in Attachment B does not include any future allocations from the Capital Projects Reserve. Allocations of funding from the Capital Projects Reserve must comply with the assumptions described above and will be considered on a case-by-case basis as the needs are identified.

ACTIA Capital Program

The procedures for managing the ACTIA Measure B commitments are centered around allocations from the Measure B “Programmed Balance” for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the “Initial Programmed Balance” at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital projects has been adjusted each FY using a “Program Escalation Factor (PEF)” typically adopted by the Board with the other Strategic Plan assumptions. During the FY 2009-10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the ACTIA Capital Program, which effectively holds the total ACTIA Measure B commitment to the projects in the ACTIA Capital Program at \$756.5 million. The downward trend in annual revenues that began in FY 2008-09 prompted the freeze on the PEF, and the recent upturn in the latest revenue projections for FY 2010-11 is not enough to warrant an escalation of the Programmed Balances for the remaining projects.

The total commitments of ACTIA Measure B funds to the individual projects included in Table A-2 in Attachment A reflect a PEF equal to 1.0 for the FY 11/12 Strategic Plan. The FY 11/12 Beginning Programmed Balance for each project shown in Table A-2 in Attachment A represents the amount available for future allocation. The FY 11/12 Allocation Plan shown in Table B-2 in Attachment B lays out the timing of the anticipated future allocations for the remainder of the ACTIA Capital Program. The future ACTIA Measure B allocations shown in Table B-2 in Attachment B are anticipated for the following purpose(s):

1. Altamont Commuter Express (ACE) Improvements (ACTIA 1) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission which operates the ACE service. The eligible project list is updated regularly.
2. Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A) -- The future ACTIA Measure B allocations are anticipated for on-going project development work to prepare the project for construction and to secure construction phase funding.
3. I-680 Sunol Express Lanes – Northbound (ACTIA 8B) - The future ACTIA Measure B allocations are anticipated for project development, system management and integration, right of way and construction phases.
4. Iron Horse Transit Route (ACTIA 9) -- The future ACTIA Measure B allocations are anticipated for project development, right of way and construction phases.
5. I-880/Route 92/Whitesell Drive Interchange (ACTIA 15) – The future ACTIA Measure B allocation is anticipated for the construction phase.

6. Westgate Parkway Extension (ACTIA 18B) – This project is the second part of the overall project and is being reconsidered in the context of a project along the mainline of I-880 which will impact the I-880/Davis Street interchange adjacent to the project limits. The future ACTIA Measure B allocation is anticipated for project development and/or construction of the redefined project.
7. Dumbarton Rail Corridor (ACTIA 25) - The future ACTIA Measure B allocations are anticipated for on-going project development phases and for possible implementation of phased improvements while funding for the planned overall corridor improvements is identified.
8. I-580 Corridor/BART to Livermore Studies (ACTIA 26) - The future ACTIA Measure B allocation is anticipated for the on-going project development phase to secure environmental approval for the preferred alignment.
9. Congestion Relief Emergency Fund (ACTIA 27) - This project is programmatic and individual projects are identified by the ACTC or potential project sponsors in accordance with the provisions included in the 2000 Expenditure Plan. To date, ACTIA Measure B funds have been allocated for four individual projects, 27A, 27B, 27C and 27D as indicated in Table A-2 in Attachment A.

The Measure B commitment to the I-680 Sunol Express Lanes Project has been divided into southbound and northbound, ACTIA No. 8A and 8B, respectively. The total Measure B commitment for ACTIA 8A has been set at \$15.197 million, and the commitment for 8B is \$20 million. The total Measure B commitment of \$35.197 million previously shown for ACTIA No. 8 included \$20 million used to advance the State Traffic Congestion Relief Program (TCRP) funds that were not available at the time needed for the southbound HOV Lane being implemented by Caltrans to accommodate the delivery of the southbound Express Lane. The State TCRP funds advanced by Measure B funds were programmed over two fiscal years, FY 2010-11 and 2011-12, with \$10 million in each of the fiscal years. The southbound HOV project is in the process of being closed out and the final TCRP share is estimated at \$12 million. The \$10 million of TCRP funds programmed in FY 2010-11 have been allocated and are being encumbered in the Cooperative Agreement with Caltrans to make them available for repayment to the Alameda CTC. The remaining \$2 million (estimated) is expected to be allocated during FY 2011-12 and the repayment to the Alameda CTC for the final advance amount is also expected during FY 2011-12. In April 2011, the Commission approved an allocation of \$5.5 million of Measure B funds, from the \$20 million originally allocated for the TCRP advance, for project development of a northbound Express Lane. The northbound project is being differentiated from the southbound project by using ACTIA No. 8B as the project number for northbound and 8A for southbound. The total Measure B commitment of \$20 million for the northbound Express Lane includes the \$5.5 million allocated in April 2011 and a FY 11/12 Beginning Programmed Balance of \$14.5 million. The I-680 Sunol Express Lanes – Northbound Project (ACTIA No. 8B) has been added to the FY 11/12 Allocation Plan included in Attachment B.

Project expenditures for projects included in the ACTIA Capital Program include expenditures incurred by the ACTC. The ACTIA Board adopted a Cost Allocation Policy in October 2009 to address the allocation of ACTIA-incurred expenses against project funding. The Cost Allocation Policy is being revisited in light of the merger to the ACTC and will be incorporated into the ACTC policies and procedures, including the policies and procedures related to capital project funding, once it is updated to reflect the ACTC.

Debt Financing for the Measure B Capital Program

Without an ongoing revenue stream, the commitments of the ACTA Measure B funds are constrained by the balance of the ACTA Capital Accounts and any interest revenue earned until the account is completely drawn down for project expenditures (currently anticipated to occur in the FY 14/15 timeframe). In other words, the remaining commitments to the ACTA Capital Program are constrained by the amount of funding currently “in the bank,” so debt financing will not be needed to provide the remaining Measure B commitments for the ACTA Capital Program.

By the end of the current FY, i.e. June 30, 2011, more than \$680 million of ACTIA Measure B funding (i.e. 90% of the total ACTIA Measure B commitment of \$756.5 million) will be allocated and ready for encumbrance for capital project expenditures. Once the encumbrances, e.g. funding agreements, contracts, etc., for the allocated funds are approved, the ACTC will have encumbered more ACTIA Measure B funds than can be provided to the projects on a “pay-as-you-go basis.” The alternative to pay-as-you-go is some type of debt financing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The amounts encumbered will not be expended immediately. The encumbrances for the larger projects take years to fully expend, but with the encumbrances in place, the financial management of the capital program accounts intensifies. The timing of the anticipated expenditures has a significant effect on the financing options and costs.

The FY 11/12 Allocation Plan included in the adopted FY 11/12 Strategic Plan will serve as the basis for the financial analysis and cash management efforts related to determining the method, or methods of debt financing best suited to allow the ACTC to fulfill the commitments of Measure B funding at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies. Once debt financing is initiated, fluctuations to the timing of the need for Measure B funds will have to be considered in the detailed context of cash management in order to maintain minimum balances required to prioritize obligations stemming from the debt financing.

Fiscal Impact

Approval of the recommended action will have no direct significant fiscal impact.

Attachments

Attachment A: FY 2011-12 Measure B Strategic Plan – Measure B Commitments

Attachment B: FY 2011-12 Measure B Strategic Plan – Allocation Plan

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Attachment A: FY 2011-12 Measure B Strategic Plan - Measure B Commitments

Table A-1: ACTA Measure B Commitment Summary (\$ x 1,000)						
		Total ACTA Measure B Commitment	Expended Prior to FY 10/11	Expended During FY 10/11 (Forecast)	Expended thru FY 10/11	Remaining ACTA Measure B Commitment Beginning FY 11/12
MB226	I-880 to Mission Boulevard East-West Connector	88,771	6,492	6,525	13,017	75,754
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	80,000	29,275	9,709	38,984	41,016
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	15,000	7,561	2,238	9,799	5,201
MB240	Central Alameda County Freeway System Operational Analysis	5,000	1,621	326	1,947	3,053
MB241	Castro Valley Local Area Traffic Circulation Improvement	5,000	0	0	0	5,000
MB Var	Program-wide and Project Closeout Costs	5,750	0	0	0	5,750
Totals		\$ 199,521	\$ 44,949	\$ 18,798	\$ 63,747	\$ 135,774

ACTA Notes:

1. The amounts shown as expended during FY 10/11 includes a forecast through June 30, 2011.
2. Any difference between the actual amount expended by the ACTC through FY 10/11 for a given project and the amount shown in Table A-1 is assumed to adjust the amount shown as the remaining ACTA Measure B commitment at the beginning of FY 11/12. Any such adjustment will also adjust the FY 11/12 amount shown in Table R-1 in Attachment R.
3. The Remaining ACTA Measure B Commitment Beginning FY 11/12 represents the amount available for future expenditures.

Attachment A (cont.): FY 2011-12 Measure B Strategic Plan - Measure B Commitments

Table A-2: ACTIA Measure B Commitment Summary (\$ x 1,000)						
		Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance
ACTIA 1	ACE Capital Improvements	13,184	3,590	0	3,590	\$ 9,594
ACTIA 2	BART Warm Springs	224,448	224,448	0	224,448	\$ -
ACTIA 3	Oakland Airport Connector	89,052	89,052	0	89,052	\$ -
ACTIA 4	Oakland Downtown Streetscape Project	6,358	6,358	0	6,358	\$ -
ACTIA 5	Fruitvale Transit Village - 5A/5B	4,435	4,435	0	4,435	\$ -
ACTIA 6	Union City Intermodal Station	12,561	12,561	0	12,561	\$ -
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	10,427	4,971	1,000	5,971	\$ 4,456
ACTIA 7B	San Pablo Avenue Corridor Transit Improvement Project	2,785	2,785	0	2,785	\$ -
ACTIA 7C	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	11,232	11,232	0	11,232	\$ -
ACTIA 8A	I-680 Express Lanes - Southbound	15,197	15,197	0	15,197	\$ -
ACTIA 8B	I-680 Express Lanes - Northbound	20,000	5,500	0	5,500	\$ 14,500
ACTIA 9	Iron Horse Transit Route	6,267	0	0	0	\$ 6,267
ACTIA 10	I-880/Broadway-Jackson Interchange	8,101	4,200	3,901	8,101	\$ -
ACTIA 11	I-880/Washington Avenue Interchange	1,335	1,335	0	1,335	\$ -

Attachment A (cont.): FY 2011-12 Measure B Strategic Plan - Measure B Commitments

Table A-2 (cont.): ACTIA Measure B Commitment Summary (\$ x 1,000)						
		Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance
ACTIA 12	I-580 Interchange Improvements in Castro Valley	11,525	11,525	0	11,525	\$ -
ACTIA 13	Lewelling Boulevard/East Lewelling Boulevard	13,104	13,104	0	13,104	\$ -
ACTIA 14A	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	2,500	2,500	0	2,500	\$ -
ACTIA 14B	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	2,686	2,686	0	2,686	\$ -
ACTIA 14C	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	7,843	5,840	2,003	7,843	\$ -
ACTIA 15	I-880/Route 92/Whitesell Drive Interchange	27,037	1,105	11,500	12,605	\$ 14,432
ACTIA 16	Oakland Local Streets and Roads	5,278	5,278	0	5,278	\$ -
ACTIA 17A	Hesperian Boulevard/Lewelling Boulevard Widening	578	578	0	578	\$ -
ACTIA 17B	Hesperian Boulevard/Lewelling Boulevard Widening	686	686	0	686	\$ -
ACTIA 18A	Westgate Parkway Extension (Wal-Mart to Williams Street)	7,918	7,918	0	7,918	\$ -
ACTIA 18B	Westgate Parkway Extension	2,788	503	0	503	\$ 2,285
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Improvements	1,030	1,030	0	1,030	\$ -
ACTIA 20	Newark Local Streets	1,422	1,422	0	1,422	\$ -
ACTIA 21	I-238 Widening	81,022	81,022	0	81,022	\$ -

Attachment A (cont.): FY 2011-12 Measure B Strategic Plan - Measure B Commitments

Table A-2 (cont.): ACTIA Measure B Commitment Summary (\$ x 1,000)						
	Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance	
ACTIA 22	I-680/I-880 Cross Connector Studies	1,233	0	1,233	-	\$ -
ACTIA 23	Isabel Avenue - Route 84/I-580 Interchange	26,529	0	26,529	-	\$ -
ACTIA 24	Route 84 Expressway	96,459	76,159	96,459	-	\$ -
ACTIA 25	Dumbarton Corridor Improvements (Newark and Union City)	19,367	150 ¹	3,313	16,054	\$ 16,054
ACTIA 26	I-580 Corridor/BART Livermore Studies	11,831	1,668	9,699	2,132	\$ 2,132
ACTIA 27	Emerging Projects	6,151	0	0	6,151	\$ 6,151
ACTIA 27A	Vasco Road Safety Improvements	1,500	0	1,500	-	\$ -
ACTIA 27B	I-80 Integrated Corridor Mobility Project	1,800	500	1,800	-	\$ -
ACTIA 27C	I-880 North Operational and Safety Improvements at 23rd and 29th	750	750	750	-	\$ -
ACTIA 27D	CWTP/TEP Development	50	0	50	-	\$ -
Totals		\$ 756,469	\$ 97,631	\$ 680,598		\$ 75,871

Notes:

1. Allocation not approved at the time of this report (April 2011), but expected to be approved prior to June 30, 2011.
2. Total Amount Allocated represents the amount available for encumbrance. Encumbered funds are available for expenditure.
3. FY 11/12 Beginning Programmed Balance represents the amount available for future allocation(s).

Attachment B: FY 2011-12 Measure B Strategic Plan - Allocation Plan

Table B-1: ACTA Measure B Remaining Commitments (\$ x 1,000)							
Proj. No.	Project Title	Remaining ACTA Measure B Commitment Beginning FY 11/12	Remaining Commitment per FY (Note 1)				
			FY 11/12	FY12/13	FY 13/14	FY 14/15	FY 15/16
MB226	I-880 to Mission Boulevard East-West Connector	75,754	25,000	22,500	28,254		
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	41,016	20,000	20,000	1,016		
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	5,201	2,000	2,000	1,201		
MB240	Central Alameda County Freeway System Operational Analysis	3,053	1,000	2,000	53		
MB241	Castro Valley Local Area Traffic Circulation Improvement	5,000	1,800	3,200			
MB Var	Program-wide and Project Closeout Costs	5,750 ⁽²⁾	2,000	1,500	1,000	750	500
ACTA Measure B Totals		\$ 135,774	\$ 51,800	\$ 51,200	\$ 31,524	\$ 750	\$ 500

ACTA Notes:

1. The amounts shown per FY represent the maximum amount of Measure B assumed to be expended by the ACTC in the FY shown. These amounts are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall ACTA Capital Program from a financial perspective. The difference between the actual amount expended by the ACTC in a given FY, including prior FY's, and the maximum shown are assumed available in any subsequent FY without having to recalibrate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.
2. The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining ACTA Measure B commitment amount for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for ACTA Measure B commitments will continue to be brought before the ACTC for approval before expenditures are approved.

Attachment B (cont.): FY 2011-12 Measure B Strategic Plan - Allocation Plan

Table B-2: ACTIA Measure B Allocation Plan (\$ x 1,000)							
Proj. No.	Project Title	FY 2011/12 Beginning Programmed Balance	Allocation Amount per FY (Note 1)				
			FY 11/12	FY12/13	FY 13/14	FY 14/15	FY 15/16
ACTIA 1	ACE Capital Improvements	9,594	1,500	2,000	2,000	2,000	2,094
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	4,456		3,000		1,456	
ACTIA 8B	I-680 Express Lanes - Northbound	14,500			6,000	8,500	
ACTIA 9	Iron Horse Transit Route	6,267		1,000	1,000	2,000	2,267
ACTIA 15	I-880/Route 92/Whitesell Drive Interchange	14,432			14,432		
ACTIA 18B	Westgate Parkway Extension	2,285			2,285		
ACTIA 25	Dumbarton Corridor Improvements (Newark and Union City)	16,054		2,000	2,000	4,000	8,054
ACTIA 26	I-580 Corridor/BART Livermore Studies	2,132		2,132			
ACTIA 27	Emerging Projects	6,151	1,500	1,500	1,500	1,500	151
ACTIA Measure B Totals		\$ 75,871	\$ 3,000	\$ 13,917	\$ 26,932	\$ 19,456	\$ 12,566

ACTIA Notes:

- The amounts shown per FY represent the maximum amount of ACTIA Measure B assumed to be allocated by the ACTC in the FY shown. ACTIA Measure B funds are allocated to make them available for encumbrance by project phase. The encumbrance includes constraints related to eligible costs and the timing of expenditures. Future allocations for project development phase costs, e.g. Scoping, PE/Env, and PS&E, are assumed to be expended over two FY's: 50% in the FY of allocation; and 50% in the FY following the FY of allocation. Future allocations for capital phase costs, e.g. Construction and Right of Way are assumed to be expended over three FY's: 30% in the FY of allocation; 40% in the FY following the FY of allocation; and 30% in the third FY. These allocation assumptions lead to cashflow assumptions that are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall ACTIA Capital Program from a financial perspective. Each future allocation shown is reviewed and the correlating cashflow assumptions are adjusted as deemed appropriate based on the project and phase specific conditions. Before future allocation requests that exceed the maximum amounts shown, or that require an accelerated cashflow assumption, can be applied.



Memorandum

DATE: May 12, 2011

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of Third Quarter Budget Update and Statement of Revenues and Expenditures for the Alameda County Transportation Improvement Authority**

Recommendations

It is recommended that the Commission approve:

- The FY 2010-11 3rd Quarter Budget Update (see Attachment A) which includes a transfer of \$300,000 of budget funds from the General Fund to the ACTC Fund
- Statement of Revenues and Expenditures as of March 31, 2011 (see Attachment B)

Summary

3rd Quarter Budget Update

- The Revised Budget reflects a \$12 million increase in sales tax revenues, from \$90 million to \$102 million, approved by the Commission in January 2011, a \$20,000 increase in the equipment budget approved in December 2010 and an increase in the ACTIA Capital Budget of \$4.4 million approved in February.
- The Revised Budget also proposes a transfer of \$300,000 of budget funds from the General Fund to the ACTC Fund to accurately reflect how Commission related expenses are actually being coded versus how they were budgeted.

Statement of Revenues and Expenditures

- As of March 31, 2011, the ACTIA fund balance was \$292.0 million which is better than 3rd quarter budget by \$50.6 million or 21.3%. This positive variance is primarily due to delays in projects with large Measure B commitments from ACTIA and ACTA projects.
- Revenues were \$82.3 million, which is higher than 3rd quarter budget by \$3.1 million or 3.9%.

- Expenditures were \$93.1 million, which is lower than 3rd quarter budget by \$47.5 million or 33.8%.
- The ACTIA Salary and Benefits Limitation ratio of 0.70% and Administrative Cost Limitation ratio of 2.37% were calculated based on actual expenditures and were found to be in compliance with the requirements of 1.00% and 4.50%, respectively.

Discussion

The format of the 3rd quarter financial statements allows for the budget and actual costs to be broken out by fund. The activity in each section, be it budget, revised budget or actuals all represents the change in fund balance by that specific fund. This format also segregates the request for a budget revision on the budget update document from the actual Statement of Revenues and Expenditures with a comparison to the 3rd quarter budget so that year-to-date actuals and variances from budget can be reviewed without getting lost in the budget adjustment process.

Fiscal Impact

The approval of this item will move \$300,000 from the General Operating Fund to the ACTC Operating Fund with no net effect on the FY 2010-11 budget.

Attachments

Attachment A - The 3rd Quarter Budget Update

Attachment B - The Statement of Revenues and Expenditures

Quarterly Budget Update
Fiscal Year 2010-11

	General Fund ACTC	General Fund ACTIA	Capital Projects	Special Purpose	Pass-Through	CWTP Fund	ACTA Project Fund	Inter-Agency Adjustments	Consolidated Total
ADOPTED BUDGET BY FUND									
Beginning Fund Balance	\$ -	\$ 14,622,538	\$ 87,350,878	\$ 11,592,946	\$ -	\$ -	\$ 185,157,984	\$ -	\$ 298,724,346
REVENUES									
Sales Tax (Net)		4,050,000	34,465,950	3,070,782	48,413,268				90,000,000
Interest Income		125,196	831,712	154,092			1,750,000		2,861,000
Federal, State & Local Funds	159,250		728,677			776,834		(936,084)	728,677
Other Income		112,253							112,253
Total Revenues	159,250	4,287,449	36,026,339	3,224,874	48,413,268	776,834	1,750,000	(936,084)	93,701,930
EXPENDITURES									
	159,250	4,124,602	85,695,790	10,641,911	48,413,268	776,834	27,708,064	(936,084)	176,583,635
Ending Fund Balance	\$ -	\$ 14,785,385	\$ 37,681,427	\$ 4,175,909	\$ -	\$ -	\$ 159,199,920	\$ -	\$ 215,842,641
REVISED BUDGET BY FUND									
Beginning Fund Balance	\$ -	\$ 14,622,538	\$ 87,350,878	\$ 11,592,946	\$ -	\$ -	\$ 185,157,984	\$ -	\$ 298,724,346
REVENUES									
Sales Tax (Net)		4,590,000	39,061,416	3,480,214	54,868,370				102,000,000
Interest Income		125,196	831,712	154,092			1,750,000		2,861,000
Federal, State & Local Funds	459,250		728,677			776,834		(1,236,084)	728,677
Other Income		112,253							112,253
Total Revenues	459,250	4,827,449	40,621,805	3,634,306	54,868,370	776,834	1,750,000	(1,236,084)	105,701,930
EXPENDITURES									
	459,250	4,144,602	90,103,955	10,641,911	54,868,370	776,834	27,708,064	(1,236,084)	187,466,902
Ending Fund Balance	\$ -	\$ 15,305,385	\$ 37,868,728	\$ 4,585,341	\$ -	\$ -	\$ 159,199,920	\$ -	\$ 216,959,374
BUDGET ADJUSTMENTS									
REVENUES									
Sales Tax (Net)		540,000	4,595,466	409,432	6,455,102				12,000,000
Federal, State & Local Funds	300,000							(300,000)	
EXPENDITURES									
	300,000	20,000	4,408,165		6,455,102			(300,000)	10,883,267
Net Change	\$ -	\$ 520,000	\$ 187,301	\$ 409,432	\$ -	\$ -	\$ -	\$ -	\$ 1,116,733

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Statement of Revenues and Expenditures
Fiscal Year 2010-11
As of March 31, 2011

	General Fund ACTC	General Fund ACTIA	Capital Projects Fund	Special Purpose Funds	Pass-Through	CWTP Fund	ACTA Project Fund	Inter-Agency Adjustments	Consolidated Total
ACTUALS AS OF MARCH 31, 2011									
Beginning Fund Balance	\$ -	\$ 14,622,538	\$ 87,350,878	\$ 11,592,946	\$ -	\$ -	\$ 185,157,984	\$ -	\$ 298,724,346
REVENUES									
Sales Tax (Net)	-	3,535,657	30,088,828	2,680,800	42,264,871	-	-	-	78,570,157
Interest Income	-	94,132	498,445	75,954	-	-	-	-	3,052,259
Federal, State & Local Funds	299,108	-	668,903	-	-	543,882	-	(842,990)	668,903
Other Income	-	56,820	-	-	-	-	-	-	56,820
Total Revenues	299,108	3,686,610	31,256,176	2,756,754	42,264,871	543,882	2,383,728	(842,990)	82,348,138
EXPENDITURES									
Ending Fund Balance	\$ -	\$ 15,605,358	\$ 85,214,051	\$ 11,478,036	\$ -	\$ -	\$ 175,658,393	\$ -	\$ 287,955,837
3rd QUARTER BUDGET BY FUND									
Beginning Fund Balance	\$ -	\$ 14,622,538	\$ 87,350,878	\$ 11,592,946	\$ -	\$ -	\$ 185,157,984	\$ -	\$ 298,724,346
REVENUES									
Sales Tax (Net)	-	3,442,500	29,296,062	2,610,161	41,151,278	-	-	-	76,500,000
Interest Income	-	93,897	623,784	115,569	-	-	1,312,500	-	2,145,750
Federal, State & Local Funds	344,438	-	546,508	-	-	582,626	-	(927,063)	546,508
Other Income	-	84,190	-	-	-	-	-	-	84,190
Total Revenues	344,438	3,620,587	30,466,354	2,725,730	41,151,278	582,626	1,312,500	(927,063)	79,276,448
EXPENDITURES									
Ending Fund Balance	\$ -	\$ 15,134,673	\$ 50,239,266	\$ 6,337,242	\$ -	\$ -	\$ 165,689,436	\$ -	\$ 237,400,617
VARIANCE									
REVENUES									
Sales Tax (Net)	-	93,157	792,766	70,639	1,113,594	-	-	-	2,070,157
Interest Income	-	235	(125,339)	(39,615)	-	-	1,071,228	-	906,509
Federal, State & Local Funds	(45,330)	-	122,395	-	-	(38,743)	-	84,073	122,395
Other Income	-	(27,370)	-	-	-	-	-	-	(27,370)
Total Revenues	(45,330)	66,023	789,822	31,024	1,113,594	(38,743)	1,071,228	84,073	3,071,691
EXPENDITURES									
Net Variance	\$ -	\$ 470,685	\$ 34,974,785	\$ 5,140,793	\$ -	\$ -	\$ 9,968,957	\$ -	\$ 50,555,220

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Memorandum

DATE: June 2, 2011

TO: Finance and Administration Committee

FROM: Arthur L. Dao, Executive Director
Patricia Reavey, Director of Finance

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

Recommendations

It is recommended that the Commission approve the attached Proposed Consolidated Budget for fiscal year 2011-12

Summary

The proposed budget has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types are comprised of General Funds, various Special Revenue Funds, the Exchange Fund and Capital Project Funds.

The proposed budget contains revenues totaling \$170.8 million of which sales tax revenues comprise \$104.0 million, or 61 percent. In addition to revenues, the proposed budget also includes the projected FY2010-11 fund balance of \$226.1 million for total available resources of \$396.9 million. The revenues are offset by \$281.6 million in total expenditures of which \$202.4 million, or 72 percent, are allocated for capital project expenditures. These revenue and expenditure totals constitute a net reduction in fund balance of \$110.8 million and a projected consolidated ending fund balance of \$115.4 million. The reduction in fund balance is mostly due to ACTIA's capital program and will be funded through accumulated Measure B sales tax revenues.

The budget includes revenues and expenditures necessary to accomplish the following vital programs and planning projects for Alameda County:

- County Wide Transportation Plan
- Congestion Management Program
- Safe Routes to School
- Bike Mobile Program
- Vehicle Registration Fee Programs
- Transportation For Clean Air Programs
- Pass Through Funding Programs

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

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

Discussion/ Background

The FY 2011-12 Proposed Consolidated Budget represents many important milestones for the Alameda CTC.

- It is the first Consolidated Budget for the Agency.
- It presents greater detail to improve transparency and communication.
- It reflects consolidation efficiencies that have been implemented.

Some of the efficiencies realized in the proposed budget include the streamlining of staff to 27 full time equivalents (FTEs) which saved over \$1 million in salaries from the FY2010-11 budgets of the two former agencies, and the consolidation of annually renewed contracts which saved almost \$2 million.

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

Major Line Item Detail

Sales Tax Revenues – of \$104.0 million have increased \$2 million, or 2 percent, over the FY2010-11 Revised Budget of \$102.0 million based on recent economist's projections of moderate growth and a slow recovery.

Grant Revenues – of \$47.3 million have decreased \$11.3 million, or 21 percent, from the FY2010-11 Revised Budget due to capital project needs and current phases. 26 percent of grant revenues come from local resources, 14 percent from regional resources, 43 percent from state resources and 17 percent from federal resources.

Capital Projects Expenditures – of \$202.4 million have increased \$32.4 million, or 19 percent, from the FY2010-11 Revised Budgets of \$170.0 million due to the anticipated progress in ACTIA and ACTA projects scheduled for the coming year as they move through construction phases.

The ACTIA Salary and Benefits Limitation ratio of 0.95 percent and Administrative Cost Limitation ratio of 3.39 percent were calculated based on the proposed budgeted expenditures and were found to be in compliance with the requirements of the 1.00 percent and 4.50 percent limits, respectively.

Fiscal Impacts

The fiscal impact of the Proposed FY2011-12 Consolidated Budget would be to provide resources of \$170.8 million and authorize expenditures of \$281.6 million with an overall decrease in fund balance of \$110.8 million for a projected ending fund balance of \$115.4 million.

Attachments

- Attachment A: Alameda CTC FY2011-12 Proposed Consolidated Budget
- Attachment B: ACCMA FY2011-12 Proposed Budget
- Attachment C: ACCMA FY2011-12 Proposed Capital Projects Budget Detail
- Attachment D: ACTIA FY2011-12 Proposed Budget
- Attachment E: ACTIA FY2011-12 Proposed Capital Projects Budget Detail
- Attachment F: ACTA FY2011-12 Proposed Capital Projects Budget Detail
- Attachment G: ACTIA FY2011-12 Budget Limitations Calculations

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

	General Funds	Special Revenue Funds	Exchange Fund	Capital Project Funds	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance	\$ 15,305,385	\$ 9,139,713	\$ 4,635,115	\$ 197,068,648	\$ -	\$ 226,148,861
Revenues:						
Sales Tax Revenues	4,680,000	59,492,630	-	39,827,370	-	104,000,000
Investment Income	3,700	2,750	-	2,332,000	-	2,338,450
Member Agency Fees	1,315,867	-	-	-	-	1,315,867
TFCA Funds	-	1,832,361	-	216,000	(278,136)	1,770,225
VRF Funds	-	10,729,500	108,108	584,998	(814,863)	10,607,743
Exchange Program Funds	-	-	11,114,898	3,581,400	(3,623,923)	11,072,375
Measure B Interagency Funds	80,203	-	-	-	(80,203)	-
Grants						
MTC Planning Funds Rolled from FY2010-2011	370,800	-	-	-	-	370,800
MTC Planning Funds	1,236,000	-	-	-	-	1,236,000
PPM Funds Rolled from FY2010-2011	544,995	-	-	272,905	-	817,900
PPM Funds FY2011-2012	675,137	-	-	-	-	675,137
ACTIA Measure B	356,734	-	-	6,243,508	(6,600,242)	-
CMAQ Funding	1,257,778	-	-	-	-	1,257,778
Other Capital Project Grants	-	-	-	36,343,086	(1,011,949)	35,331,137
Total Revenues	10,521,214	72,057,241	11,223,006	89,401,267	(12,409,317)	170,793,412
Expenditures:						
Administration						
Salaries and Benefits	3,133,077	317,573	73,006	2,084,008	(1,238,365)	4,369,300
Office Expenses and Supplies	54,870	-	-	-	-	54,870
General Administration	3,098,948	11,772	-	10,000	(80,203)	3,040,517
Commission Meeting Per Diems	197,560	-	-	-	-	197,560
Contingency	200,000	-	-	-	-	200,000
Planning						
County Wide Transportation Plan (CWTP)	845,500	150,000	-	-	-	995,500
CWTP Measure B Grant to CMA	150,000	-	-	-	(150,000)	-
Congestion Management Program	366,000	-	-	-	-	366,000
Transportation and Land Use	35,000	-	-	-	-	35,000
Transportation Planning	75,555	-	-	-	-	75,555
Programs						
Programs Management	725,938	1,154,672	-	-	-	1,880,610
Monitoring of Fed, State & Other Grants	12,500	-	-	-	-	12,500
CMA TIP Monitoring	-	-	150,000	-	-	150,000
Safe Routes to School	1,050,000	-	-	-	-	1,050,000
Bike Mobile Program	250,000	-	-	-	-	250,000
VRF Programming and Other Costs	-	7,312,508	-	-	(108,108)	7,204,400
Programming of Funds	-	3,319,670	11,000,000	-	-	14,319,670
Transportation Programming	19,350	-	-	-	-	19,350
Grant Awards/Pass Through	-	59,492,630	-	-	(206,734)	59,285,896
Capital Projects						
Capital Project Expenditures	-	-	-	199,770,558	(10,625,906)	189,144,652
Indirect Cost Recovery/Allocation						
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(1,100,566)	-	-	-	-	(1,100,566)
ACTA Allocation	(506,497)	-	-	506,497	-	-
Total Expenditures	8,607,236	71,758,825	11,223,006	202,371,063	(12,409,317)	281,550,814
Net Change in Fund Balance	1,913,978	298,416	-	(112,969,796)	-	(110,757,402)
Ending Fund Balance	\$ 17,219,363	\$ 9,438,129	\$ 4,635,115	\$ 84,098,852	\$ -	\$ 115,391,459

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

	General Fund	Special Revenue Funds (TFCA & VRF)	Exchange Fund	Capital Project Fund	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance	\$ -	\$ 4,554,372	\$ 4,635,115	\$ -	\$ -	\$ 9,189,487
Revenues:						
Member Agency Fees	1,315,867					1,315,867
TFCA Funds		1,832,361		216,000	(278,136)	1,770,225
VRF Funds		10,729,500	108,108	584,998	(814,863)	10,607,743
Exchange Program Funds			11,114,898	3,581,400	(3,623,923)	11,072,375
Measure B Interagency Funds	80,203				(80,203)	-
Grants						
MTC Planning Funds Rolled from FY2010-2011	370,800					370,800
MTC Planning Funds	1,236,000					1,236,000
PPM Funds Rolled from FY2010-2011	544,995			272,905		817,900
PPM Funds FY2011-2012	675,137					675,137
ACTIA Measure B	356,734			6,243,508	(6,600,242)	-
CMAQ Funding	1,257,778					1,257,778
Other Capital Project Grants				36,343,086	(1,011,949)	35,331,137
Total Revenues	5,837,514	12,561,861	11,223,006	47,241,897	(12,409,317)	64,454,962
Expenditures:						
Administration						
Salaries and Benefits	2,148,422	317,573	73,006	1,727,589	(1,238,365)	3,028,226
ADP payroll service fee	5,000					5,000
Office Supplies	18,775					18,775
Office Expenses	16,375					16,375
Computer Support	55,000					55,000
Website Services	9,000					9,000
Insurance Premiums	38,465					38,465
Insurance Brokerage Fees	9,650					9,650
Legal Fees	157,500					157,500
Financial Audit Fees	32,000					32,000
Dues and Subscriptions	5,175					5,175
Postage/Delivery	8,245					8,245
Advertising	14,000					14,000
Telephone Expenses	40,000					40,000
Equipment Lease	43,960					43,960
Software/License	5,910					5,910
Meeting Food/Meals	11,550					11,550
Misc. Expenses	330					330
Annual Report	16,500					16,500
Promotional materials	9,000					9,000
Public Relations	139,000					139,000
Travel	20,000					20,000
Training	22,000					22,000
Continuing education	1,000					1,000
Rent	439,000					439,000
Commission Meeting Per Diems	98,780					98,780
Memberships	4,100					4,100
Alameda CTC Merger Related Costs	50,000					50,000
Legislative Advocacy	61,500					61,500
Human Resource Services	32,500					32,500
Special Events	5,000					5,000
LBCE Program	18,975					18,975
Financial Services	37,100					37,100
Contingency	100,000					100,000
Planning						
County Wide Transportation Plan (CWTP)	650,000					650,000
Congestion Management Program	366,000					366,000
Transportation and Land Use	35,000					35,000
Programs						
Programs Management	142,033					142,033
Monitoring of Fed, State & Other Grants	12,500					12,500
CMA TIP Monitoring			150,000			150,000
Safe Routes to School	1,050,000					1,050,000
Bike Mobile Program	250,000					250,000
VRF Registrar Costs		775,000				775,000
VRF Ballot Costs (Amortized over 5 years)		108,108			(108,108)	-
VRF Pass Through Programming		6,429,400				6,429,400
Programming of Funds		3,319,670	11,000,000			14,319,670
Capital Projects						
Capital Project Expenditures				45,514,308	(4,382,398)	41,131,910
Indirect Cost Recovery						
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(1,100,566)					(1,100,566)
Total Expenditures	5,078,780	10,949,751	11,223,006	47,241,897	(5,728,871)	68,764,563
Net Change in Fund Balance	758,734	1,612,110	-	-	(6,680,445)	(4,309,601)
Projected Ending Fund Balance	\$ 758,734	\$ 6,166,482	\$ 4,635,115	\$ -	\$ (6,680,445)	\$ 4,879,886

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

Project	#	FY2011-12 Project Costs	Revenues Sources				Total Capital Projects
			Total Local Fund Sources	Total Regional Fund Sources	Total State Fund Sources	Total Federal Fund Sources	
I-580 Landscape		350,000	-	-	350,000	-	
I-680 HOT Lane	210 & 372	1,745,000	715,000	-	795,000	235,000	
I-680 Northbound HOV / Express Lane	220	3,040,000	3,040,000	-	-	-	
I-80 Gilman Interchange Improvements	265	612,000	122,400	-	-	489,600	
I-580 PSR at 106th East Bound Off-Ramp	335	172,905	-	-	172,905	-	
Smart Corridors Operation and Management	345	930,236	930,236	-	-	-	
I-880 North Safety & Op Improv 23rd&29th	410	8,350,000	90,000	2,116,835	5,380,132	763,033	
I-580 East Bound HOV Lane	420.0	5,389,000	1,620,000	1,117,000	-	2,652,000	
I-580 Enviromental Mitigation	420.3	764,072	-	764,072	-	-	
I-580 Right of Way Preservation	423.0	770,386	251,508	518,878	-	-	
I-580 West Bound HOV Lane	424.0	3,608,000	951,000	2,475,000	-	182,000	
I-580 West Bound HOT Lane	424.4	1,774,000	684,000	-	-	1,090,000	
I-880 South Bound HOV Lane	430	2,842,000	2,842,000	-	-	-	
Webster Street Smart Corridor	440	834,000	278,000	216,000	-	340,000	
I-680/880 Cross Connector PSR	470	356,000	356,000	-	-	-	
I-80 Integrated Corridor Mobility	491	15,704,298	1,336,400	-	14,367,898	-	
		<u>47,241,897</u>	<u>13,216,544</u>	<u>7,207,785</u>	<u>21,065,935</u>	<u>5,751,633</u>	<u>47,241,897</u>

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

Attachment D

	General Fund	Special Revenue Funds	ACTIA Capital Project Fund	ACTA Capital Project Fund	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance	\$ 15,305,385	\$ 4,585,341	\$ 37,868,728	\$ 159,199,920	\$ -	\$ 216,959,374
Revenues:						
Sales Tax Revenues	4,680,000	59,492,630	39,827,370			104,000,000
Investment Income	3,700	2,750	282,000	2,050,000		2,338,450
Total Revenues	4,683,700	59,495,380	40,109,370	2,050,000	-	106,338,450
Expenditures:						
<u>Administration</u>						
Salaries and Benefits	984,655		152,109	204,310		1,341,074
ADP payroll service fee	2,585					2,585
Office Expenses	19,720					19,720
Computer Support	55,000					55,000
Website Services	21,000					21,000
Insurance Premiums	79,410					79,410
Insurance Brokerage Fees	9,650					9,650
Legal Fees	157,500			10,000		167,500
Financial Audit Fees	32,000					32,000
Dues and Subscriptions	21,825					21,825
Postage/Delivery	10,355					10,355
Reproduction	33,135					33,135
Advertising	14,000					14,000
Telephone Expenses	33,865					33,865
Equipment Lease	28,585					28,585
Software/License	5,255					5,255
Meeting Food/Meals	12,665					12,665
Annual Report	38,500					38,500
Bank Fees	21,735					21,735
Promotional materials	21,000					21,000
Public Relations	200,000	11,772				211,772
Travel	28,800					28,800
Training	10,000					10,000
Continuing education	1,000					1,000
Rent	313,400					313,400
Commission Meeting Per Diems	98,780					98,780
Citizens Watchdog Committee per diems	5,100					5,100
Community Advisory Committee	8,250					8,250
Bicycle and Ped Advisory Committee	5,500					5,500
Paratransit Advisory Planning	27,000					27,000
CWC Annual Report	50,000					50,000
Memberships	9,800					9,800
Alameda CTC Merger Related Costs	50,000					50,000
Legislative Advocacy	61,500					61,500
Human Resource Services	32,500					32,500
Investment Advisors	240,000					240,000
Special Events	5,000					5,000
LBCE Program	44,270					44,270
Financial Services	37,100					37,100
Interagency Transfer	80,203				(80,203)	-
Contingency	100,000					100,000
<u>Planning</u>						
County Wide Transportation Plan (CWTP)	195,500	150,000				345,500
Transportation Planning	75,555					75,555
CWTP Measure B Grant to CMA	150,000				(150,000)	-
<u>Programming</u>						
Transportation Programming	19,350					19,350
Measure B Programs Management	583,905	1,154,672				1,738,577
Grant Awards/Pass Through		59,492,630			(206,734)	59,285,896
<u>Capital Projects</u>						
Capital Project Expenditures			104,121,169	50,135,081	(6,243,508)	148,012,742
<u>Cost Allocation</u>						
ACTA Allocation	(506,497)			506,497		-
Total Expenditures	3,528,456	60,809,074	104,273,278	50,855,888	(6,680,445)	212,786,251
Net Change in Fund Balance	1,155,244	(1,313,694)	(64,163,908)	(48,805,888)	6,680,445	(106,447,801)
Ending Fund Balance	\$ 16,460,629	\$ 3,271,647	\$ (26,295,180)	\$ 110,394,032	\$ 6,680,445	\$ 110,511,573

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

Project	#	Current Project Costs	Funding Source Measure B
ACE Capital Improvements	1	2,000,000	2,000,000
BART Warm Springs Extension	2	32,166,000	32,166,000
BART Oakland Airport Connector	3	28,000,000	28,000,000
Downtown Oakland Streetscape	4	3,782,700	3,782,700
Fruitvale Transit Village	5	-	-
Union City Intermodal Station	6	-	-
Telegraph Avenue Bus Rapid Transit	7A	1,000,000	1,000,000
San Pablo Avenue Corridor Transit	7B	522,910	522,910
Telegraph Avenue Rapid Bus Service	7C	560,436	560,436
I-680 Express Lane	8	5,475,815	5,475,815
Ironhorse Trail	9	-	-
I-880/Broadway-Jackson I/C	10	520,000	520,000
I-880/Washington Ave I/C	11	-	-
I-580 Castro Valley I/C	12	-	-
Lewelling/East Lewelling	13	4,043,286	4,043,286
I-580 Auxiliary Lanes - W/B Fallon to Tassajara	14A	-	-
I-580 Auxiliary Lanes - W/B Airway to Fallon	14B	1,702,556	1,702,556
I-580 Auxiliary Lanes - E/B El Charro to Airway	14C	2,468,535	2,468,535
Rte 92/Clawiter-Whitesell I/C	15	2,689,503	2,689,503
Oakland Local Streets	16	-	-
Hesperian/Lewelling Widening	17	599,622	599,622
Westgate Extension	18	2,050,000	2,050,000
E. 14th/Hesperian/150th Improvements	19	-	-
Newark Local Streets	20	-	-
I-238 Widening	21	-	-
I-680/I-880 Cross Connector Study	22	492,517	492,517
Isabel - Route 84/I-580 I/C	23	2,863,816	2,863,816
Route 84 Expressway	24	9,280,629	9,280,629
Dumbarton Corridor	25	400,000	400,000
I-580 Corridor/BART to Livermore	26	1,777,323	1,777,323
Congestion Relief Emergency Fund - Unallocated	27	1,000,000	1,000,000
Congestion Relief Emergency Fund - Vasco Road	27A	-	-
Congestion Relief Emergency Fund - I-80 ICM	27B	725,521	725,521
I-880 23rd - 29th	27C	-	-
		104,121,169	104,121,169

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

Project	#	Current Project Costs	Funding Source Measure B
I-880/Route 92 Interchange	175	-	-
I-880/Mission Blvd	196	735,081	735,081
Mission Spots - Hayward	220-1	-	-
Mission Spots - Union City	220-2	-	-
Mission Spots - Fremont	220-3	-	-
Route 84 - Fremont & Union City	226	25,000,000	25,000,000
Route 238 Corridor Improvements	238	20,000,000	20,000,000
I-580 Interchange Improvement Project in Castro	239	1,500,000	1,500,000
I-580, I-238 and I-880 Corridor Study and PSR's	240	1,000,000	1,000,000
Central Alameda County Projects	241	1,800,000	1,800,000
I-580/680	310	-	-
Airport Roadway Project	705	-	-
Project Closeout	Var	100,000	100,000
BART Warm Springs Extension	WSX	-	-
Capital Project Reserve	Res	-	-
		<u>50,135,081</u>	<u>50,135,081</u>

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

Net Sales Tax	104,000,000.00	A
Investments & Other Income	<u>288,450.00</u>	B
 Funds Generated	 104,288,450.00	 C
Salaries & Benefits	984,655.13	D
Other Admin Costs	<u>2,543,801.31</u>	E
Total Admin Costs	3,528,456.44	F

Gross Sal & Ben to Net Sales Tax 0.9468% = D/A

Gross Sal & Ben to Funds Generated 0.9442% = D/C

Total Admin Costs to Net Sales Tax 3.3927% = F/A

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CITIZENS WATCHDOG COMMITTEE ISSUES FORM

**Alameda County Transportation Commission (Alameda CTC)
1333 Broadway, Suite 300
Oakland, California 94612
Voice: 510-893-3347 Fax: 510-893-6489**

The CWC is required to review all Measure B expenditures. This form allows formal documentation of potential issues of concern regarding expenditure of Measure B funds. A concern should only be submitted to the CWC if an issue is directly related to the potential misuse of Measure B funds or non-compliance with Alameda CTC agreements or the Expenditure Plan approved by voters. This form may be used only by acting CWC members.

Date: _____

Name: _____

Email Address: _____

Governmental Agency of Concern (Include name of agency and all individuals)

Agency's Phone Number: _____

Agency's Address: _____

City _____ **Zip Code:** _____

Which one of the following Measure B expenditures is this concern related to:

(Please check one)

Capital Project Program Program Grant Administration

Please explain the nature of your concern and how you became aware of it providing as much detail as you can, including the name of the project or program, dates, times, and places where the issues you are raising took place. (Use additional sheets of paper if necessary)



Countywide Transportation Plan Update and Transportation Expenditure Plan Development Overview

The Alameda CTC is in the process of updating the Alameda County Countywide Transportation Plan (CWTP), a 25-year plan that lays out a strategy for addressing transportation needs for all users in Alameda County and feeds into the Regional Transportation Plan. The Alameda CTC is also developing a new Transportation Expenditure Plan (TEP) concurrently with the CWTP.

The following committees are involved in the CWTP-TEP development process:

Steering Committee: Comprised of 13 members from the Alameda CTC including representatives from the cities of Berkeley, Emeryville, Hayward, Livermore, Newark, Oakland, Pleasanton, and Union City, as well as Alameda County, BART and AC Transit. Mayor Mark Green of Union City is the chair and Councilmember Kriss Worthington of Berkeley is the vice-chair. The purpose of the Steering Committee is to lead the planning effort, which will shape the future of transportation throughout Alameda County. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, tlengyel@alamedactc.org
- Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org

Technical Advisory Working Group (TAWG): Comprised of agency staff representing all areas of the County including planners and engineers from local jurisdictions, all transit operators in Alameda County, and representatives from the park districts, public health, social services, law enforcement, and education. The purpose of the Technical Advisory Working Group is to provide technical input, serve in an advisory capacity to the Steering Committee, and share information with the Community Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org
- Saravana Suthanthira, Senior Transportation Planner, (510) 208-7426, ssuthanthira@alamedactc.org

continued

Community Advisory Working Group (CAWG): Comprised of 27 members representing diverse interests throughout Alameda County including business, civil rights, education, the environment, faith-based advocacy, health, public transit, seniors and people with disabilities, and social justice. The purpose of the Community Advisory Working Group is to provide input on the Countywide Transportation Plan and the Transportation Expenditure Plan to meet the multi-modal needs of our diverse communities and businesses in Alameda County, serve in an advisory capacity to the Steering Committee, and share information with the Technical Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, tlengyel@alamedactc.org
- Diane Stark, Senior Transportation Planner, (510) 208-7410, dstark@alamedactc.org



Memorandum

DATE: June 2, 2011

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

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

Recommendation

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

Summary

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

Discussion

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

June 2011 Update:

This report focuses on the month of June 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachment B and Attachment C respectively. Highlights include MTC's performance assessment, Alameda CTC's evaluation of transportation investment packages, the process for moving from the recently released Initial Vision Scenario to the Alternative Land Use Scenarios that are scheduled to be released by ABAG in July, and development of an Alameda Countywide land use scenario.

1) MTC/ Alameda CTC Project and Program Evaluation

Both MTC and Alameda CTC have begun the performance assessment and evaluation of the projects and programs that were received in the Call for Projects and Programs approved by the Board at its May meeting.

2) Release of Initial Vision Scenario and Development of Alternative Scenarios

ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Alternative Land Use Scenarios, which are anticipated to be released in **July 2011**. In addition to providing input on the development of the Alternative Land Use Scenarios through the CWTP-TEP Committees, two public workshops, hosted by MTC and ABAG, were held on **May 19 and May 24** in Berkeley and Oakland, respectively. A joint Supervisorial Districts 1 and 2 SCS workshop was held on **May 14, 2011**. Over 80 elected officials from the cities, transit districts, and other special districts attended and provided input.

3) RTP/SCS Work Element Proposals and

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:

- Developing 25-year financial forecasts; and
- Developing a transit capital, local streets and roads maintenance needs, and transit operation needs approach.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	No June Meeting July 28, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	No June Meeting July 14, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	No June Meeting July 7, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	June 7, 2011 July 5, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	June 8, 2011 July 13, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	June 23, 2011 July 28, 2011

Fiscal Impact

None.

Attachments

- Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
 Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
 Attachment C: One Bay Area SCS Planning Process

Summary of Next Quarter Countywide and Regional Planning Activities (June through August)

Countywide Planning Efforts

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

- Coordinating with ABAG and local jurisdictions to provide comments on the Initial Vision Scenario and to define the Alternative Land Use Scenarios for the Sustainable Communities Strategy;
- Finalizing the issues papers that discuss challenges and opportunities regarding transportation needs in Alameda County, including a presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Continuing the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Evaluating transportation investment packages against a Future Land Use scenario;
- Reviewing the results of the evaluation and identifying a constrained transportation network;
- Developing countywide financial projections and opportunities that are consistent and concurrent with MTC's financial projections;
- Developing a Locally Preferred SCS land use scenario to test with the constrained transportation network; and
- Evaluating the constrained transportation network using the Locally Preferred SCS land use scenario.

Regional Planning Efforts

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

In the three month period for which this report covers, MTC and ABAG are focusing on

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Alternative SCS Scenarios based on that input;
- Conducting public outreach;
- Developing draft financial projections; and
- Conducting a performance assessment.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Alternative SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed: Final list will be forwarded May 27, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May – July 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - December 2011

Draft List of CWTP constrained Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

Task	2010						FY2010-2011	2010					
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec	
Alameda CTC Committee/Public Process													
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?	
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview	
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview	
Public Participation								No Meetings			Stakeholder outreach		
Agency Public Education and Outreach	Information about upcoming CWTP Update and reauthorization												
Alameda CTC Technical Work													
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work			
Polling													
Sustainable Communities Strategy/Regional Transportation Plan													
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions			
										Adopt methodology for Jobs/Housing Forecast (Statutory Target)	Projections 2011 Base Case	Adopt Voluntary Performance Targets	

Calendar Year 2011

Task	2011						FY2011-2012	2011				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEP
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in County: feedback on CWTP, TEP; North County Transportation Forum		No Meetings
Agency Public Education and Outreach	Ongoing Education and Outreach through November 2012						Ongoing Education and Outreach through November 2012					
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Feedback on Technical Work, Modified Vision, Preliminary projects lists					Work with feedback on CWTP and financial scenarios	Technical work refinement and development of Expenditure plan, 2nd draft CWTP					
Polling	Conduct baseline poll									Polling on possible Expenditure Plan projects & programs	Polling on possible Expenditure Plan projects & programs	
Sustainable Communities Strategy/Regional Transportation												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology		SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation		Draft Regional Housing Needs Allocation Methodology					
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy											

Calendar Year 2012

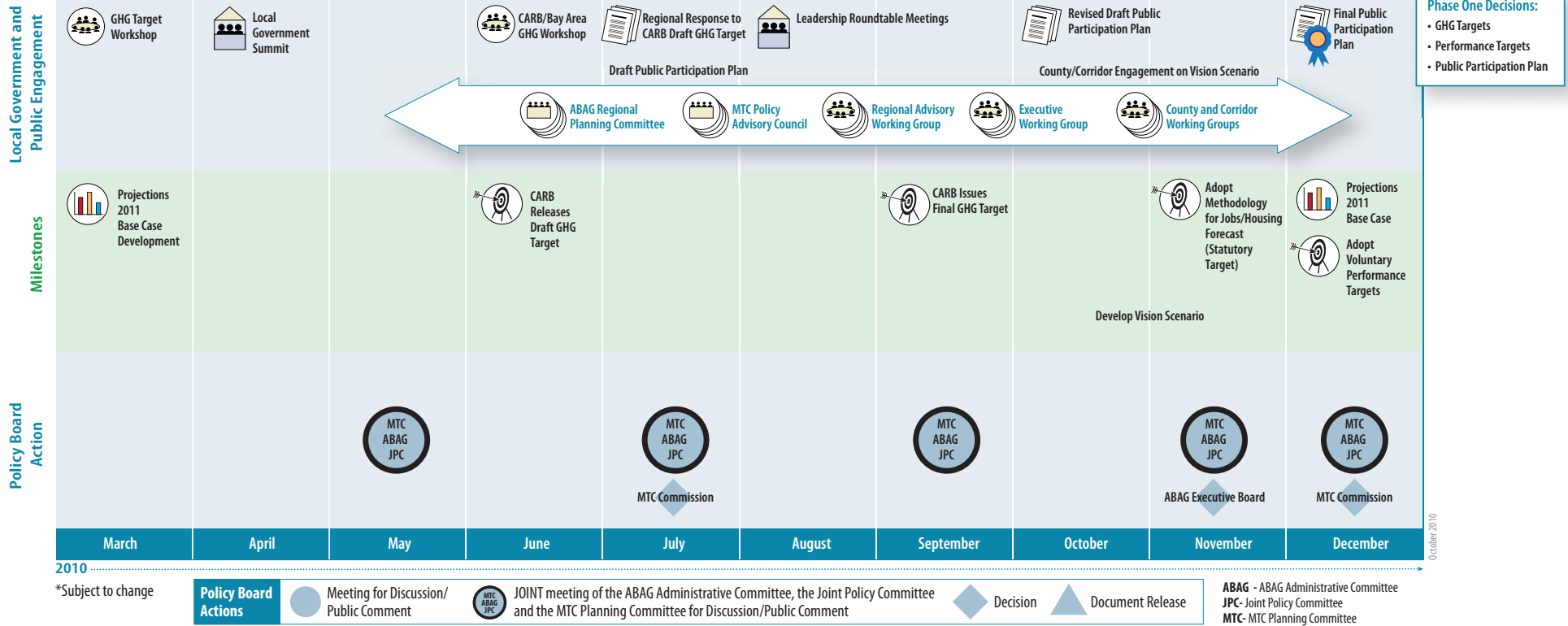
Task	2012					FY2011-2012						
	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Process												
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed			Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot				VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed									VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed									VOTE: November 6, 2012
Public Participation			Expenditure Plan City Council/BOS Adoption									VOTE: November 6, 2012
Agency Public Education and Outreach	Ongoing Education and Outreach Through November 2012 on this process and final plans					Ongoing Education and Outreach through November 2012 on this process and final plans						
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Finalize Plans											
Polling					Potential Go/No Go Poll for Expenditure Plan							
Sustainable Communities Strategy/Regional Transportation												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan		Begin RTP Technical Analysis & Document Preparation		Prepare SCS/RTP Plan					Release Draft SCS/RTP for review		

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Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

Phase 1: Performance Targets and Vision Scenario

OneBayArea



Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

OneBayArea

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

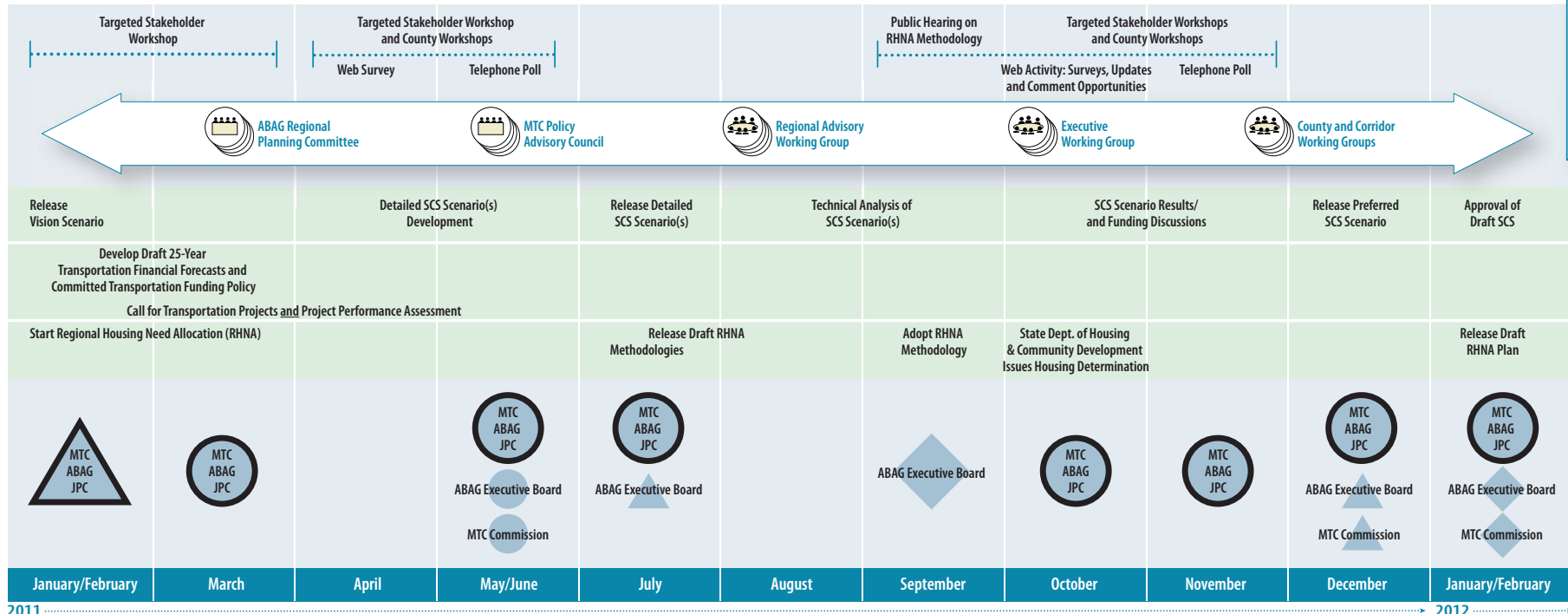
Local Government and Public Engagement

Milestones

Policy Board Action

- Phase Two Decisions:**
- Vision Scenarios
 - Financial Forecasts
 - Detailed SCS Scenarios
 - RHNA Methodology
 - Preferred SCS Scenario
 - Draft RHNA Plan

- Scenario Planning**
- Transportation Policy and Investment Dialogue**
- Regional Housing Need Allocation**



*Subject to change

Policy Board Actions

- Meeting for Discussion/ Public Comment
- MTC ABAG JPC JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- ◆ Decision
- ▲ Document Release
- ▲ MTC ABAG JPC JOINT document release by ABAG, JPC and MTC

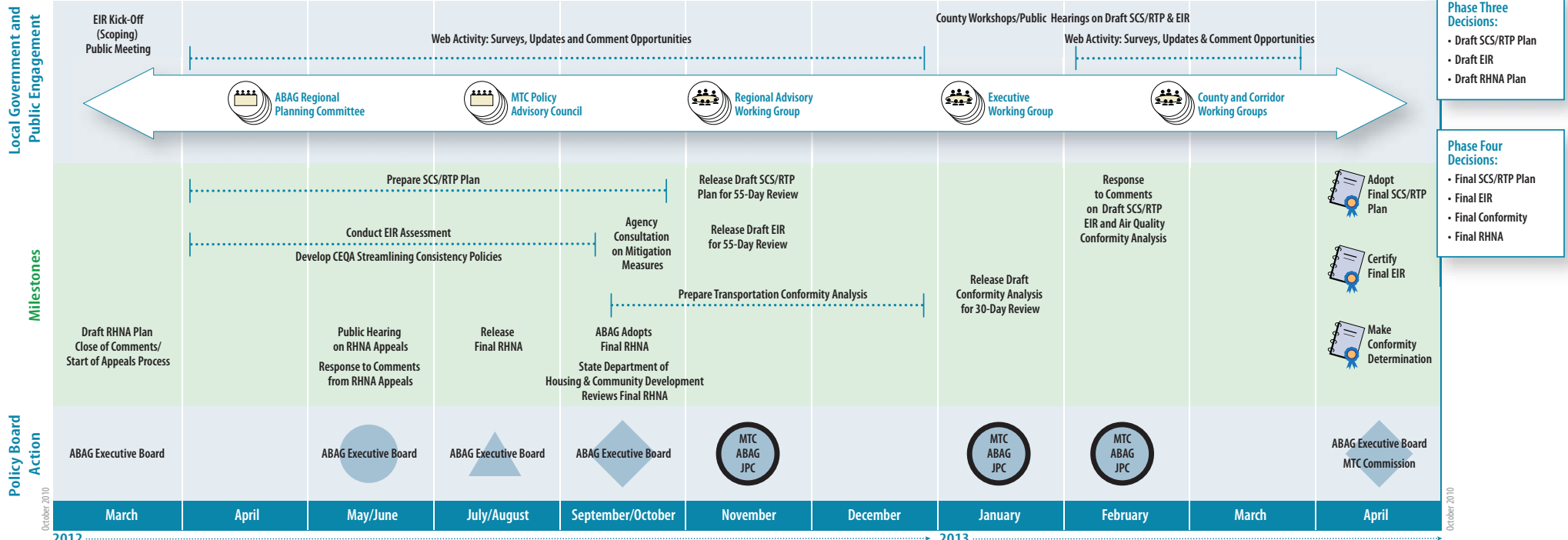
ABAG - ABAG Administrative Committee
 JPC - Joint Policy Committee
 MTC - MTC Planning Committee

October 2010

Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012–2013*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption



- Phase Three Decisions:**
- Draft SCS/RTP Plan
 - Draft EIR
 - Draft RHNA Plan

- Phase Four Decisions:**
- Final SCS/RTP Plan
 - Final EIR
 - Final Conformity
 - Final RHNA

*Subject to change

Policy Board Actions

- Meeting for Discussion/ Public Comment
- MTC ABAG JPC JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- ◆ Decision
- ▲ Document Release

ABAG - ABAG Administrative Committee
 JPC - Joint Policy Committee
 MTC - MTC Planning Committee

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Commission Meeting Date	Item Title	Item #	Item Description / Staff Recommendation	Motion	2nd	Vote
22-Jul-10	Approval of Designation of the Existing ACTIA and ACCMA Executive Directors as Interim Co-Executive Directors Adoption of the Administrative Code Approval of the Transit Agency Fees Appoint/Reappoint Countywide Transportation Plan Update and Sales Tax Reauthorization Steering Committee Members ACCMA Executive Director's Report Approval of Consent Calendar	1	The Commission approved to designate the existing Executive Directors of ACTIA and ACCMA as interim co-executive directors of the Commission, to serve until an executive director is hired for the Alameda CTC.	Henson	Reid	23-0
		2	The Commission approved the adoption of the Administrative Code with changes to Section 4.5.	Harper	Starosciak	23-0
		3	The Commission approved the Ad Hoc Committee on Merger's recommendations to assess AC Transit and BART and Alameda CTC fee.	Haggerty	Sbranti	23-0
		4	Staff recommend that the Commission appoint and/or reappoint members of the Countywide Transportation Plan Update and Sales Tax Reauthorization Steering Committee.	Kamena	Lai-Bitker	24-0
		5.2	Staff informed the Commission that the ACCMA will submit to the register of voters the vehicle registration fee on July 23. The Commission asked if the ballot measure states that the money will stay local. The Commission authorized staff to add the word local if it's not on the ballot.	Kaplan	Javandel	25-0
		6.1	Approval of ACTIA Board Meeting Minutes of June 24, 2010	Haggerty	Henson	25-0
		6.2	Approval of ACCMA Board Meeting Minutes, June 24, 2010			
		6.3.1	Telegraph Avenue Corridor Bus Rapid Transit - Approval of Measure B Allocation to the PE/Environmental Phase and Approval of Amendment No. 4 to the PE/Environmental Project Specific Funding Agreement with AC Transit			
		6.3.2	East Bay Greenway Project - Approval of the Consultant Shortlist and Authorization to Interview, Negotiate and Execute a Contract with the Top-Ranked Firm for Engineering, Environmental Clearance and Implementation Strategy Services			
		6.3.3	Measure B Capital Projects - I-880/Mission Blvd (Rt 262) Interchange Reconstruction and I-880 to Mission Blvd East-West Connector - Update on Funding Plans			
		6.4.1	Approval of Final Countywide Safe Routes to Schools Program.			
		6.4.2	Approval of Contract Extension for Executive Director			
		6.4.3	Year-End Detail of Investments for ACTA and ACTIA Funds			

**Alameda County Transportation Commission
Action Items**

		6.5.1	Transportation and Land Use Program - Approval of Transit Oriented Development Quarterly Update			
		6.5.2	Approval of Safe Routes to School Final Program			
		6.6.1	Quarterly Investment Report			
		6.6.2	Quarterly SBE, LBE, and DBE Reports			
		6.6.3	Route 84/Ardenwood Blvd Park and Ride Lot Project - (Regional Measure 2 Project 29.5) - Acceptance of Construction Contract			
		6.6.4	I-680 Express Lane Project - Authorization for ACCMA Director to Negotiate and Execute Professional Services and Co-Location Contracts			
		9.1	Staff recommended that the Commission support AB 2147 which was amended	Henson	Kamena	25-0
		10.1	The Commission approved the final CMA Block Grant program (Local Streets and Roads, Regional Bicycle Program, and County Transportation of Livable Communities)	Henson	Kamena	25-0
		10.2	The Commission approved the TFCA FY 2010/11 final program and to authorize the Executive Director to execute any necessary agreements related to this programming	Wieckowski	Freitas	25-0
		10.3.1	The Commission approved the programming of \$200,000 in STIP TE funds for LAVTA's Rideo Bus Project	Kamena	Haggerty	25-1
10.3.2	The Commission approved to the following amendments to the Alameda County STIP project list: 1) Reprogram \$10 million in STIP funds from the I-880 Safety and Operational Improvements at 23rd/29th projects to the BART OAC project. 2) Reprogram \$10 million in STIP funds from the I-880 Mission Blvd. i/c projects to the BART OAC	Reid	Haggerty	25-1		
9-Aug-10	Report on Closed Session	6	The Commission chose Arthur Dao as the Executive Director for the Alameda CTC			17-0
23-Sep-10	Approval of Consent Calendar	1A	Minutes of July 22, 2010	Henson	Reid	19-0
		1B	Minutes of August 9, 2010			
		1C	Approval of the 2010 LOS Monitoring Study Draft Report			
		1D	Review of the I-80 Integrated Corridor System Management Plan			
		1E	Review of the I-880 Corridor System Management Plan			
		1F	Approval of Transportation and Land Use Program: Revised Priority Development Area Reporting			
		1G	Review of Projects Proposed for the FY 2010/11 Transportation Funds for Clean Air (TFCA) Remaining Program Balance			

**Alameda County Transportation Commission
Action Items**

1H	East 14th Street/Hesperian Blvd/15th Street Intersection Improvements - Approval of Amendment No. 2 to the Project Specific Funding Agreement with the City of San Leandro for Right-of-Way Support and Capital Phase				
1I	I-680/I-880 Cross Connector Studies - Approval of Amendment No. 3 to the Project Specific Funding Agreement with the Alameda County Congestion Management Agency for project scoping work				
1J	Webster Street SMART Corridor - Approval of amendments to the funding agreements with the City of Alameda and MTC for the Webster Street SMART Corridor Project				
1K	I-880 Southbound HOV Lane Widening Project - Approval of Resolution 10-004 Authorizing the Executive Director to Execute Contracts for I-880 Southbound HOV Lane Widening Project				
1L	Update on Agency Insurance Coverage				
1M	Professional Services Agreement with Management Partners - Approval of Amendment No. 1 to the Professional Services Agreement with Management Partners for administrative assistance during the transition of ACCMA and ACTIA to the new Alameda CTC				
1N	Approval of Consultant Team for the Update of the CWTP and Development of the TEP				
1O	Approval of appointments to the Community Advisory Committees				
1P	Approval of ACTIA's semi-Annual LBCE/SLBE Report for the Period January 1, 2010 through June 30, 2010				
3A	The Commission approved staff's recommendation on the following positions for measures on the November ballot: (a) support Alameda County Measure F; (b) oppose Proposition 23; © support Proposition	Approval of Legislative Program	Lai-Bitker		26-0
4A	The Commission approved Alameda CTC Resolution 10-003 accepting the public sponsor role for the Safe Routes to School Competitive Grant Application for the BikeMobile project, and to commit up to \$65,000 in matching funds for the \$500,000 request from the MTC SR2S competitive grant program.	Approval of Alameda CTC Sponsorship for the SR2S Regional Application for the BikeMobile Project and Funding Strategy	Kamena		27-0
5A	The Commission approved ACTIA's FY 2009-10 Year-End Investment Report.	Approval of Annual Investment Report (ACTIA)	Haggerty		27-0
5A	Minutes of September 23, 2010	Approval of Consent Calendar			
5B	Review of Draft Conformity Findings: Congestion Management Program (CMP) 2010				
5C	Approval of Executive Director Entering Into Agreement to Implement TOD/TAP Studies and Plans			Henson	

**Alameda County Transportation Commission
Action Items**

5D	Approval of Funding Assistance for the Alameda County Public Works Agency Stanley Boulevard Safety and Streetscape Project			
5E	Approval of Project Study Report/Project Initiation Document (PSR/PID) Priority List for Alameda County: Current and Projected Work Program			
5F	Approval of Programming of the FY 2010/11 TFCA Program Remaining Balance			
5G	Approval of TFCA Program Expenditure Deadline Extension Requests: 1) BART - Electronic Bicycle Lockers, TFCA Projects 07ALA06 and 08ALA02. 2) Alameda CTC - Webster Street Corridor Enhancements, TFCA Project 08ALA01. 3) City of Berkeley - 9th Street Bicycle Boulevard, TFCA Project 08ALA03			
5H	Approval of Monitoring Reports: State Transportation Improvement (STIP) Program at Risk Report Federal Surface Transportation/Congestion Mitigation and Air Quality STP/CMAQ) Program At Risk Report CMA Exchange Program Quarterly Status Report Transportation for Clean Air (TFCA) Program At Risk Report Transit Oriented Development Quarterly Progress Report, Transportation and Land Use Program			
5I	Authorization to Extend Four Measure B Grant Agreement End Dates			
5J	Acceptance of Semi-Annual Capital Projects Status Update			
5K	ACCMA Quarterly Financial Overview			
5L	Approval of ACCMA's Quarterly SBE, LBE and DBE Report for the Period of July 2010 through September 30, 2010			
5M	Approval of Interagency Agreement Regarding Reimbursement and Allocation of Costs Associated with the Joint Operation of the Alameda County Transportation Commission (Alameda CTC), the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (CMA)			
5N	Approval of appointments to the Community Advisory Committees			
7B	The Commission approved a countywide approach for seeking input on and educating the Alameda County's elected bodies about SCS being developed by ABAG and MTC for the 2013 Regional Transportation Plan	Kaplan	Worthington	24-0
9A	The Commission approved the First Quarter budget update for FY 2010-11	Henson	Blalock	24-0
<p>Approval of Countywide Approach for Seeking Input on the Sustainable Communities Strategy (SCS)</p> <p>Approval of FY 2010-2011 Budget - First Quarter Update</p>				

**Alameda County Transportation Commission
Action Items**

2-Dec-10	<p>Approval of a Comprehensive Benefits Program for Transition and Future Employees of the Alameda County Transportation Commission</p>	<p>9B The Commission approved a comprehensive benefit program for transition and new employees of the Alameda CTC.</p>	Kamena	Blalock	20-3
2-Dec-10	<p>Approval of Consent Calendar</p>	<p>5A Minutes of October 28, 2010</p>	Henson	Blalock	24-0
		<p>5B Adoption of Conformity Findings for the 2010 Congestion Management Program</p>			
		<p>5C Approval of Measure B Allocation to the PE/Environmental Phase and Approval of Amendment No. 3 to the Project Specific Funding Agreement with BART for the PE/Env Phase (A08-0048) for the I-580 Corridor/BART to Livermore Studies (ACTIA 26)</p>	Kamena	Sbranti	24-0
		<p>5D Approval of ACTIA Congestion Relief Emergency Funds and ACCMA CMA TIP funds for the I-80 Integrated Corridor Mobility Project/San Pablo Avenue Arterial and Transit Improvement Project</p>	Henson	Blalock	24-0
		<p>5E Approval of Measure B Congestion Relief Emergency Funds and CMA TIP funds for the I-880 North Safety and Operational Improvements at 23rd/29th Avenues Project</p>			
		<p>5F Approval of CMA TIP funds to supplement budget for the I-580 San Leandro Soundwall Project</p>			
		<p>5G Authorize the Executive Director to Execute the necessary Funding Agreements to deliver the Mission Boulevard/I-880 Interchange Phase 1B/2 Project I-880/Mission Boulevard (Route 26) Interchange Reconstruction (MB 196)</p>			
		<p>5H Approval of First Quarter Budget Update for ACTIA</p>	Harper	Henson	23-0
	<p>Approval of Financial Audits for ACTIA</p>	<p>9A Approval of Financial Audits for ACTIA</p>	Harper	Henson	23-0
	<p>Approval of Financial Audits for ACTA</p>	<p>9B Approval of Financial Audits for ACTA</p>	Wieckowski	Sbranti	23-0
	<p>Approval of Financial Audits for ACCMA</p>	<p>9C Approval of Financial Audits for ACCMA</p>	Henson	Haggerty	23-0
27-Jan-11	<p>Approval of Consent Calendar</p>	<p>5B Bicycle and Pedestrian Grant Funds:</p>	Blalock		19-0
		<p>5B1 Approval of Reallocation of Measure B Funds from the San Leandro Bay Trail Slough Bridge Project</p>			
		<p>5B2 Approval of Measure B Funds for Bike to Work and Step into Life Promotions and Bicycle/Pedestrian Count</p>			

**Alameda County Transportation Commission
Action Items**

5C	Approval of Revised Lifeline Transportation Program			
5D	Approval of Countywide Safe Routes to School (SR2S) Program Request for Proposals Release			
5E	Review Transportation Fund for Clean Air (TFCA) Program FY 2011/12 Call for Projects Information			
5F	Review of Project Study Report/PID Strategy for FY 2010/11			
5G	Approval of Measure B Funding Allocation to the Construction Phase of the I-238 Widening Project and Authorization for Executive Director to execute the necessary Funding Agreements and/or Amendments to Funding Agreements to reflect the Allocation (ACTIA 21)			
5H	Approval of Measure B Funding Allocation and Other Necessary Actions to Obtain Environmental Clearance for the ACTIA Measure B-funded I-880/Broadway-Jackson Interchange Improvement Project (ACTIA 10)			
5I	I-580 Eastbound Express Lane Project - Approval of the preparation and issuance of a Request for Proposals (RFP) to obtain a System Manager contract			
5J	I-580 Westbound Express Lane Project - Approval for Staff to Prepare and Release a Request for Proposals (RFP) to Prepare a Project Study Report			
5K	Approval of I-580 San Leandro Soundwall Project Contract Acceptance			
5L	Approval of Revised ACTIA Sales Tax Budget for FY 201-11			
5M	Approval of FY 2010-2011 Budget – Second Quarter Update for ACCMA			
5N	Approval of Interim Benefits Resolution			
5O	Approval of Agency Work Program and Executive Director's Objectives for FY 2010-11			
5P	Approval of Amendment No. 1 to the Professional Services Agreement with the Bay Area Program Management Group, LLC (A10-0017) for additional and deferred program and project management services from previous fiscal year	Harper	Kamena	19-0
5Q	Approval of the Consolidated Annually Renewed Contracts Plan for Administrative Services for Fiscal Year 2011-12	Blalock		19-0
7A	Approval of schedule and summary of issues to address in the update of 2011 CMP	Reid	Haggerty	23-0
Approval of 2011 Congestion Management Program (CAP) Update Schedule and Issues				

**Alameda County Transportation Commission
Action Items**

	<p>Approval of 2011 Alameda CTC Legislative Program</p>	<p>7D</p> <p>Approval of the 2011 Alameda CTC Legislative Program that was approved in the PPLC meeting with the inclusion of seismic safety upgrades as part of the general funding priorities, and HOT lane implementation to include standardizing toll lane striping between state and federal requirements under project delivery priorities, and support of the Governor's budget on the gas tax swap.</p>	<p>Haggerty</p> <p>Chiang</p> <p>23-0</p>
	<p>Approval to Interview Firms then Negotiate and Execute a Contract with the Top-ranked Firm for Public Opinion Research Services for Development of a Transportation Expenditure Plan</p>	<p>9B</p> <p>Approval of the top-ranked firm, EMC Research, Inc. for the Public Opinion Research Services for Development of a Transportation Expenditure Plan.</p>	<p>Harper</p> <p>Blalock</p> <p>23-0</p>
	<p>Approval of Designation of the Alameda County Transportation Commission (Alameda CTC) Finance Director as the Treasurer/Auditor for the Alameda County Congestion Management Agency (ACCMA)</p>	<p>9C</p> <p>Approval of designation of the Alameda CTC Executive Director, Arthur Dao, and Finance Director, Patricia Reavey, as the officers authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund (LAIF) for ACCMA, ACTIA and ACTA.</p>	<p>Harper</p> <p>Chiang</p> <p>23-0</p>
<p>24-Feb-11</p>	<p>Approval of Consent Calendar</p>	<p>5A Minutes of January 27, 2011</p> <p>5B Approval of Tri-Valley Triangle Study Final Plan Recommendations: Projects Re-Sequencing</p> <p>5C Receive Presentation on Bay Bridge Crossing Study</p> <p>5D Receive Report on Environmental Documents/General Plan Amendments Reviewed</p> <p>5E Review Compliance Audits and Reports</p> <p>5F State Transportation Improvement Program (STIP) Extension Requests:</p> <p>5F1 Approve Allocation Deadline Extension for the City of Dublin Alamo Canal Regional Trail, I-580 Undercrossing Project</p> <p>5F2 Approve Allocation Deadline Extension for the City of Oakland Coliseum BART Pedestrian Improvements Project</p> <p>5F3 Approve Allocation Deadline Extension for the City of Berkeley Bay Trail Extension Segment One Project</p> <p>5F4 Approve Allocation Deadline Extension for the Alameda CTC/ACCMA I-580 San Leandro Landscape Project</p> <p>5G Monitoring Reports:</p> <p>5G1 Approve State Transportation Improvement Program (STIP) At Risk Report</p>	<p>Henson</p> <p>Hosterman</p> <p>18-0</p>

**Alameda County Transportation Commission
Action Items**

5G2	Approve Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report		
5G3	Approve CMA Exchange Program Quarterly Status Report		
5G4	Approve Transportation Fund for Clean Air (TFCA) Program At Risk Report		
5H	Measure B Grant Amendments: Approve Authorization to Reinstate and Extend Paratransit Gap Grant for AC Transit New Freedom Grant Match Project		
5I	Approve Extension of Construction Management Contract for I-680 HOV/Express Lane Project		
5J	Approve Extension of Construction Management Contract for I-580 Eastbound HOV lane Project		
5K	Review of Construction Management Services for the I-80 Integrated Corridor Mobility Project/Project #3 Traffic Operations System Project and Project #6 San Pablo Corridor Arterial and Transit Improvement Project		
5L	Approval of FY2010-11 Consolidated Mid-Year Investment Report		
5M	Approval of ACTIA's FY 2010-11 Mid-Year Budget Update and Statement of Revenues and Expenditures		
5N	Approval of ACCMA's FY 2010-11 Mid-Year Financial Update		
5O	Approval of Appointments to the Community Advisory Committees		
7B	Approval of staff recommendation to MTC's Call for Projects Process	Kamena	23-0
7E	Approval of Staff recommendation to on California High Speed Rail	Reid	23-0
5A	Minutes of February 24, 2011	Henson	23-0
5B	Approval of the 2011 CMP Update: CMP Issues Review and Recommendations		
5C	Approval of Amendment No. 1 to the On-Call Modeling Contract with Dowling Associates, Inc. and Extend Contract Expiration Date		
5D	Approval of One Year Extension of Project Monitoring Contract with Advance Project Delivery Inc. (APDI)		
5E	Approval of Certifications and Assurances for the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program		
5G	Review of Vehicle Registration Fee Program Status		
5H	Approval of Deadline Extension for Environmental Clearance and/or Full Funding for Two Specific Capital Projects in the Measure B Transportation Sales Tax Program: Route 92/Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15); and Dumbarton Rail Corridor (ACTIA 25)		
5I	Approval of CMA TIP Funding for the East Bay SMART Corridor		
<p align="center">Approval of Staff Recommendation on MTC's Call for Projects</p> <p align="center">Approval of Staff Recommendation on California High Speed Rail</p> <p align="center">Approval of Consent Calendar</p>			
24-Mar-11			

**Alameda County Transportation Commission
Action Items**

5J	Approval of Right of Way Transfer from ACTIA to Caltrans for ACTIA 12 - I580/Castro Valley Interchanges Improvement Project				
5L	Approval and Adoption of Fiscal Year 2011-2012 Alameda County Congestion Management Agency's (ACCMA) Member Agency Fee Schedule				
5M	Approval of Loan Program Between the Alameda County Transportation Authority (ACTA) and the Alameda County Congestion Management Agency (ACCMA)				
5N	Approval of the ACCMA's Small Business Enterprise (SBE) and Local Business Enterprise (LBE) Fiscal Year0to-Date Reports and Disadvantaged Business Enterprise (DBE) Quarterly Report for the Period of October 1, 2010 through December 31, 2010				
5O	Approval of ACTIA's Semi-Annual Local Business Contract Equity Program Utilization Report of Local Business Enterprises and Small Business Enterprises for the Period of July 1, 2010 through December 31, 2010				
5F	Transportation Fund for Clean Air (TFCA) Programs:		Worthington	Miley	21-2
5F1	Approval of Alameda CTC TFCA Program Guidelines				
5F2	Approval of Alameda CTC TFCA Program FY 2011/12 Expenditure Plan				
5F3	Review of Summary of the TFCA Applications Received for FY2011/12 Program				
5K	Approval of Countywide Safe Routes to Schools Program Scope of Services and RFP Implementation Timeline		Blalock	Worthington	22-0
5P	Approval of appointments to the Community Advisory Committees		Blalock	Green	22-0
7E	Approval of Staff Recommendation to support the following bills: AB 57 (Beal) Metropolitan Transportation Commission AJR 5 (Lowenthal) Transportation Revenues AB 1086 (Wickowski) Transactions and use taxes		Henson	Kamena	23-0
5A	Minutes of March 24, 2011		Atkin	Worthington	24-0
5B	Approval of 2011 Congestion Management Program (CMP) Update: Recommendations for the CMP Level of Service Standards Regarding Roadway Network and Multimodal Level of Service				
5C	Approval of Draft FY 11/12 Measure B Strategic Plan Assumptions				
5D	Approval of Draft FY 11/12 TFCA Program				
5E	Approval of Gap Grant Funding and Grant Extensions				
5F	Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County				
5G	Approval of Resolution 11-008 Authorizing the Execution of Various Funding Agreements				
5H	Approval to Execute Master Agreement with California Highway Patrol				
28-Apr-11	Approval of Consent Calendar				
	Approval of Legislative Positions				
	Approval of Consent Calendar				

**Alameda County Transportation Commission
Action Items**

5I	Project Delivery Plans			
5I1	Approval of Project Delivery Plan for I-680 Northbound HOV/Express Lane Project (ACTIA no. 8); and Allocation of Measure B funds for Preliminary Engineering/Environmental Phase			
5I2	Approval of Project Delivery Plan for I-580 Westbound HOV/Express Lane Project and Authorize Staff to Issue an RFP for a System Manager			
5J	Extension of Contracts			
5J1	Approval of Amendment No. 1 to the Electronic Toll System Development and Implementation Contract with Electronic Transactions Consultants Corporation, to Extend Contract Expiration Date for the Southbound I-680 HOV/Express Lane Project			
5J2	Approval of Amendment No. 2 to the Center to Center Program Communications Hub for the Tri-Valley SMART Corridor Project (C2C) with DKS Associates, to Extend Contract Expiration Date			
5J3	Approval of Amendment No. 4 to the I-680 Smart Carpool Lane Public Education and Marketing with Solem & Associates, to Extend Contract Expiration Date			
5J4	Approval of Amendment No. 2 to the Contract with BKF Engineers, Inc. to Prepare a PSR/PR for the I-880/Marina Blvd. Interchange Improvements Project to Extend the Expiration Date			
5K	Approval of Authorization to Award Construction Contract for I-80 ICM Project - Traffic Operations System Project No. 3			
5L	Approval of CMA TIP funds to supplement budget for the I-880 Southbound HOV Lane Project			
5M	Approval of Authorization to Negotiate a System Manager Services Contract and Amend the Design Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and the Traffic Operations Systems Project No. 3 of the I-80 Integrated Corridor Mobility Project			
5N	Approval of Consultant Team Selected to Provide Project Controls and Project Delivery Management Services and Authorization to Negotiate and Execute a Contract			
5O	Approval of Appointments to the Community Advisory Committees			
7B	Approval of Staff Recommendation to support the following bills: AB 153, 155, and SB 234 (Skinner, Calderon, Hancock) Expansions of Sales Tax Collection from Internet Transactions AB 147 (Dickinson) Subdivisions AB 1308 (Miller) Highway Users Tax: appropriations of funds SB 582 (Emmerson) Regional Commute Benefits Policy HR 1123 (Richardson)	Approval of Legislative Positions	Haggerty	26-0
	Approval of Staff Recommendation to oppose AB 392 (Alejo) Ralph M. Brown Act: Posting Agendas	Haggerty	Green	22-4

**Alameda County Transportation Commission
Action Items**

	<p>Approval of Programs and Projects Committee Action Items</p>	<p>8A</p>	<p>Approval of Vehicle Registration Fee Principles: 1. The structure of the Local Road Program component as 100% pass through 2. The inclusion of a 2-year timely use of funds requirement 3. The remainder of the principles recommended by PPC</p>	<p>Haggerty</p>	<p>Reid</p>	<p>26-0</p>
		<p>8B</p>	<p>Approval for Acceptance of Semi-Annual Measure B Capital Projects Status Update and Approval of Funding Plans: 1. Acceptance of the semi-annual Measure B Capital Projects Status Update for six remaining active projects from 1986 Measure B Expenditure Plan and all of the Capital projects included in the 2000 Measure B Expenditure Plan 2. Approval of the funding plans included in the project delivery summaries for select capital projects being implemented primarily by the Alameda CTC</p>	<p>Harper</p>	<p>Reid</p>	<p>26-0</p>
		<p>8C</p>	<p>Approval for Acceptance of Semi-Annual ACCMA Capital Projects Status Update and Approval of Funding Plans: 1. Accept the Semi-Annual Capital Projects Status Update for major projects sponsored by the ACCMA and now implemented by the Alameda CTC 2. Approve the project funding plans and project delivery schedules</p>	<p>Haggerty</p>	<p>Worthington</p>	<p>26-0</p>
		<p>5A</p>	<p>Minutes of April 28, 2011</p>	<p>Kamena</p>	<p>Haggerty</p>	<p>21-0</p>
		<p>5B</p>	<p>Approval of Guaranteed Ride Home Program Annual Evaluation</p>			
		<p>5C</p>	<p>Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan</p>			
		<p>5D</p>	<p>2011 Congestion Management Program (CMP) Update:</p>			
		<p>5D1</p>	<p>Presentation on Community Design and Transportation (CDT) Program by Santa Clara Valley Transportation Authority</p>			
		<p>5D2</p>	<p>Presentation on Automobile Trip Generated (ATG) Measure for Assessing Transportation Impacts by San Francisco County Transportation Authority</p>			
		<p>5E</p>	<p>Review Fiscal Year 2009-2010 Audit and Compliance Reporting</p>			
		<p>5F</p>	<p>Approval of Measure B Bicycle and Pedestrian Program Grants Extension</p>			
		<p>5G</p>	<p>Approval of Vehicle Registration Fee Strategic Plan</p>			
		<p>5H</p>	<p>Approval of CMA TIP Funding to Cover Shortfall in the ACCMA FY 2010-2011 Budget</p>			
		<p>5I</p>	<p>Monitoring Reports:</p>			
		<p>5I1</p>	<p>Approval of STIP Program at Risk Report</p>			
		<p>5I2</p>	<p>Approval of Federal STP/CMAQ Program at Risk Report</p>			
		<p>5I3</p>	<p>Approval of CMA Exchange Program Quarterly Status Report</p>			
		<p>5I4</p>	<p>Approval of TFCA Program at Risk Report</p>			

26-May-11
(Draft - Will be approved at the June Commission Meeting)

**Alameda County Transportation Commission
Action Items**

5J	Approval of Amendment No. 3 to ACTIA Contract No. A05-0045 with Mark Thomas & Company, Authorization to Advertise for Bids to Provide the Plant Maintenance Services Required by the Cooperative Agreement Between the Alameda CTC and Caltrans, and Authorization to Accept Property Transfer from Caltrans for the I-580 Castro Valley Interchange Improvements Project (ACTIA 12)		
5K	Approval of Measure B Funding Allocation to the Final Design and Right-of Way Acquisition Phase of the Route 92/Clawiter - Whitesell Interchange and Reliever Route Project and Authorization to Execute Funding Agreements (ACTIA No. 15)		
5L	Approval of Measure B Allocation, Authorization to Submit a Letter of No Prejudice Request for State Bond Funding, and Authorization to Execute Amendments to Various Agreements including Amendment No. 2 to ACTIA Contract No. A05-0004 with URS Corporation for the Route 84 Expressway Project in Livermore (ACTIA 24)		
5M	Consolidated FY 2010-2011 3rd Quarter Investment Report		
5N	Approval of 3rd Quarter Budget Update and Statement of Revenues and Expenditures for the Alameda County Transportation Improvement Authority		
5O	Approval of 3rd Quarter Budget Update and Statement of Revenues and Expenditures for the Alameda County Congestion Management Agency		
5P	Approval of the Consolidated Annually Renewed Contracts and Authorization to Execute Contracts		
5Q	Approval of Consultant Team Selected to Provide Media and Public Relations Services and Authorization to Execute a Contract		
5R	Approval of Consultant Team Selected to Provide Information Technology Services and Authorization to Execute a Contract		
5S	Approval of Community Advisory Appointment Process Restructuring		
5T	Approval of appointments to the Community Advisory Committees		
7A	Approval of Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan (TEP) Project and Program Submittal List	Worthington	21-0
7B	Approval of Staff Recommendation to support the following bills: AB 1134 (Bonilla) Department of Transportation Project Study Reports (PSR) AB 892 (Carter) Department of Transportation: Environment Review Process: Federal Pilot Program	Worthington	21-0
8B	Approval of 2012 STIP Development Process	Henson	21-0
8C	Approval of Final FY 2011/12 TFCA Program	Blalock	21-0
8D	Approval of draft FY 2011/12 Strategic Plan - Allocation Plan Measure B Capital Projects Program	Starosciak Javandel	21-0
Approval of Planning, Policy and Legislation Committee Action Items			
Approval of Programs and Projects Committee Action Items			

Fiscal Year 2011-2012 Calendar of CWC Meetings and Activities

*CWC meets quarterly on the second Monday from 6:30 to 8:30 p.m.
at the Alameda CTC offices*

July 11, 2011 CWC Meeting

- Public Hearing on CWC Annual Report
- Addressing Public Comments
- Finalizing Annual Report and Publications
- Approval of FY 2011-2012 Annual Calendar
- CWC Watch List for FY 2011-2012 (send letter to Jurisdictions reminding them of keeping CWC informed on projects/programs)

November 14, 2011 CWC Meeting

- Financial Update: Financial Statement Reporting, Quarterly Investment Report
- CWC Annual Report Outreach Summary and Publication Costs Update
- Update on Program Compliance Workshop
- Update on Semi-Annual Local Business Enterprise/Small Local Business Enterprise Program
- Quarterly Alameda CTC Commission Action Items

January 9, 2012 CWC Meeting

- Sponsor Compliance Audits and Reports – Forwarded to CWC without Staff Analysis
- Projects, Programs, and Contracting Procedures Overview/Update
- Project Sponsor Presentations – if requested
- Quarterly Alameda CTC Commission Action Items

March 12, 2012 CWC Meeting

- Summary of Sponsor Audits/Programs – Report Card to CWC
- Approval of Draft Annual Report Outline
- Draft Compliance Summary and Audit Report
- Financial Update: Budget Update, Financial Statement Reporting, Quarterly Investment Report
- Update on Semi-Annual Local Business Enterprise/Small Local Business Enterprise Program
- Projects and Programs Update
- Update on Commissions Actions Affecting FY 2010-2011
- Project Sponsor Presentations – if requested

April 2011 CWC Annual Report Subcommittee Meeting

- Prepare Draft Annual Report

June 11, 2012 CWC Meeting

- Finalize Draft Annual Report
- Election of Officers
- Approval of Bylaws
- Final Strategic Plan
- Financial Update: Budget Update, Financial Statement Reporting, Quarterly Investment Report
- Quarterly Alameda CTC Commission Action Items
- Project Sponsor Presentations – if requested

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

	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Mr. Paxson, Chair	James	Pleasanton	EBEDA	Apr-01		N/A	0
2	Ms. Lew, Vice-Chair	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Feb-10	Feb-12	0
3	Ms. Belchamber	Pamela	Berkeley	Alameda County Mayor's Conference, D-5	Mar-09	Apr-11	Apr-13	2
4	Mr. Chavarin	Roger	Oakland	Alameda Labor Council AFL-CIO	Dec-08		N/A	0
5	Mr. Dubinsky	Peter	Fremont	Supervisor Nadia Lockyer, D-2	Oct-10		Oct-12	0
6	Mr. Gallagher	Thomas	Pleasanton	Alameda County Mayors' Conference, D-1	Jan-08	Feb-10	Feb-12	3
7	Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	4
8	Mr. Haussener	James	Castro Valley	Supervisor Nate Miley, D-4	Feb-10		Feb-12	1
9	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		May-12	2
10	Ms. Saunders	Harriette	Alameda	PAPCO	Jul-09		N/A	2
11	Mr. Zukas	Hale	Berkeley	Supervisor Keith Carson, D-5	Jun-09		Jun-11	0
12	Vacancy			Alameda County Mayor' Conference, D-3				
13	Vacancy			Alameda County Mayor's Conference, D-4				
14	Vacancy			League of Women Voters				
15	Vacancy			Sierra Club				
16	Vacancy			Supervisor Wilma Chan, D-3				
17	Vacancy			Supervisor Scott Haggerty, D-1				