



Alameda County Transportation Commission
meeting as a committee of the whole as the

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

Monday, May 13, 2013, 12:00 P.M.

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Commission Chair

Scott Haggerty, Supervisor-District 1

Commission Vice Chair

Rebecca Kaplan, Councilmember,
City of Oakland

AC Transit

Elsa Ortiz, Director

Alameda County

Supervisors

Richard Valle – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Marilyn Ezzy Ashcraft, Vice Mayor

City of Albany

Peggy Thomsen, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Councilmember

City of Hayward

Marvin Peixoto, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Councilmember

City of Oakland

Larry Reid, Vice Mayor

City of Piedmont

John Chiang, Mayor

City of Pleasanton

Jerry Thorne, Mayor

City of San Leandro

Michael Gregory, Vice Mayor

City Of Union City

Carol Dutra-Vernaci, Mayor

Executive Director

Arthur L. Dao

Chair:

Larry Reid

Vice Chair:

Suzanne Chan

Members:

Ruth Atkin

Laurie Capitelli

Luis Freitas

Nate Miley

Carol Dutra-Vernaci

Ex-Officio Members:

Scott Haggerty

Rebecca Kaplan

Staff Liaison:

Stewart D. Ng

Executive Director:

Arthur L. Dao

Clerk of the Commission:

Vanessa Lee

AGENDA

Copies of Individual Agenda Items are Available on the:

Alameda CTC Website -- www.AlamedaCTC.org

1 PLEDGE OF ALLEGIANCE

2 ROLL CALL

3 PUBLIC COMMENT

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

4 CONSENT CALENDAR

4A. [Approval of the Minutes of April 8, 2013 – Page 1](#) **A**

5 STRATEGIC PLANNING AND PROGRAMMING

5A. [Approval of 2013 Capital Improvement Program and Programs Investment Plan Revenue Assumptions and Review of the Development Methodology – Page 7](#) **A**

5B. [Approval of 2014 State Transportation Improvement Program \(STIP\) Principles – Page 23](#) **A**

6	PROGRAMS	
6A.	<u>Draft FY 2012/13 Coordinated Funding Program</u> – Page 35	I
6B.	<u>Approval of Vehicle Registration Fee (VRF) FY 2013/14 Allocation Plan</u> – Page 59	A
6C.	<u>Approval of Measure B Special Transportation for Seniors and People with Disabilities Gap Grant Cycle 5 Program</u> – Page 77	A
6D.	<u>Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County</u> – Page 85	A
6E.	<u>Transportation Fund for Clean Air (TFCA) Program Overview and Summary of FY 2013/14 Applications Received</u> – Page 93	I
6F.	<u>Approval of the FY 2011-2012 Measure B and Vehicle Registration Fee Pass-through Fund Program Compliance Reports</u> – Page 117	A
7	PROJECTS	
7A.	<u>Approval of Final FY 2013-2014 Measure B Capital Program Strategic Plan</u> – Page 123	A
7B.	<u>I-680 Southbound Express Lane (ACTIA No. 8A) – Approval of Contract Amendments to the Professional Services Contracts with ETC, Novani and CDM Smith</u> – Page 147	A
7C.	<u>I-680 Northbound Express Lane (ACTIA No. 8B) – Approval of a Cooperative Agreement with California Department of Transportation (Caltrans)</u> – Page 153	A
8	COMMITTEE MEMBER REPORTS (VERBAL)	
9	STAFF REPORTS (VERBAL)	
10	ADJOURNMENT/NEXT MEETING: June 10, 2013	

Key: A- Action Item; I – Information Item; D – Discussion Item

* Materials will be provided at meeting.

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

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

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**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF APRIL 08, 2013
OAKLAND, CALIFORNIA**

Councilmember Chan convened the meeting at 11:32 p.m.

1. Pledge of Allegiance

2. Public Comment

There was no public comment.

3. Roll Call

Lee conducted a roll call. A quorum was confirmed.

4. Consent Calendar

4A. Minutes of March 11, 2013

4B. California Transportation Commission (CTC) March 2013 Meeting Summary

Mayor Vernaci motioned to approve the Consent Calendar. Councilmember Freitas seconded the motion. The motion passed 9-0.

5. Programs

5A. Approval for Continuation of Countywide Bicycle Safety Education Program

Matt Todd recommended that the Commission approve the programming of \$300,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Funds (CDF) for funding a countywide Bicycle Safety Education program for three years, from July 1, 2013 through June 30, 2016; approve the inclusion of the Bicycle Safety Education Program services as a new task in the Safe Routes to Schools (SR2S) final contract (the Request for Proposals (RFP) was issued on March 18, 2013); and as needed for the purposes of eliminating any gaps in the current bicycle safety education program, approve the East Bay Bicycle Coalition's request to extend the agreement expiration date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0025, Bicycle Safety Education program, for up to 3 months, from July 1, 2013 through September 30, 2013, to allow the program services to continue past the current grant expiration date of June 30, 2013, if needed to allow for a sufficient transition of vendors.

Mr. Todd stated that the recommended action would move the contract to a base program under Safe Routes to School to provide a better defined scope, outreach and marketing.

Councilmember Kaplan questioned if the Safe Routes to School educational program and the Bicycle Safety Education program would be combined, Mr. Todd stated that the programs would be combined through an addendum to the Safe Routes to School current RFP.

Councilmember Kaplan wanted to know if the Safe Routes to School scope included the Bike Mobile Program. Arun Goel stated that the Bike Mobile program was combined into the Safe Routes to School RFP for both adults and children.

Councilmember Capitelli requested clarification on the performance measures charts in regards to the amount of languages the program provided. Rochelle Wheeler stated that the program started five years ago and has since added more languages to the curriculum.

Councilmember Kaplan motioned to approve this Item. Councilmember Capitelli seconded the motion. Councilmember Atkin opposed the Item. Supervisor Miley abstained from the Item. The motion passed 7-1.

5B. Approval of Strategic Planning and Programming Policy for Integration with the 2013 Congestion Management Program (CMP) Update and 2014 State Transportation Improvement Plan (STIP) Development Process

Tess Lengyel requested that the committee review and provide input on Alameda CTC's Strategic Planning and Programming Policy for integration with the 2013 Congestion Management Program (CMP) Update and the 2014 State Transportation Improvement Plan (STIP) development process. Ms. Lengyel stated that the CMP would be modified and called the Strategic Plan/ CMP, which will allow for the development of the Programs Investment Plan and the 2-year allocations plan for programs and projects.

Councilmember Kaplan motioned to approve this Item. Councilmember Atkin seconded the motion. The motion passed 9-0.

5C. Alameda CTC Semi-Annual Programs Status Update

John Hemiup provided an update on the Alameda CTC Semi-Annual Programs Status. Mr. Hemiup provided a status of the Measure B and Vehicle Registration Fee Pass-Through Funds and Grant Programs for the first half of Fiscal Year 12-13. He highlighted Measure B Pass-through Funds and Grants Distribution, VRF funding distribution and programs, the Bicycle Safety Education Project, the Express Bus Program, Paratransit Gap Programs, the Transit Center Development Grant Program and the City of Oakland West Oakland/Seventh Street Transit Village Streetscape Project.

Supervisor Haggerty requested to see the individual reserves for each city in the county. Art Dao stated that staff will show each jurisdiction's reserves at the full Commission meeting.

Councilmember Kaplan questioned if jurisdictions could pre-program funding. Mr. Dao stated that jurisdictions could pre-program funds for transportation related programs.

This Item was for information only.

5D. Draft Vehicle Registration Fee (VRF) FY 2013/14 Allocation Plan

Vivek Bhat provided an update on the Draft Vehicle Registration Fee (VRF) FY 2013/14 Allocation Plan. Mr. Bhat reviewed the purpose of the allocation plan, the four program categories and funding priorities.

Supervisor Haggerty wanted to know if the funds included in the plan are monthly pass-through funds. Matt Todd stated that 60% of the funds are pass-through funds.

This Item was for information only.

5E. FY 2012/13 Coordinated Funding Program: Summary of Applications Received

Matt Todd provided an update on the FY 2012-13 Coordinated Funding Program applications received. Mr. Todd stated that 69 total applications were received; 15 local streets & roads applications, 20 One Bay Area Grant program applications, and 34 local fund applications. He concluded by stating that the draft summary will be completed in May and brought to the Commission for a final funding recommendation in June.

This Item was for information only.

5F. Measure B Special Transportation for Seniors and People with Disabilities Gap Grant Cycle 5 Program Summary of Applications Received

John Hemiup provided an update on Measure B Special Transportation for Seniors and People with Disabilities Gap Grant Cycle 5 Program Summary of Applications Received. Mr. Hemiup stated that 17 applications were received requesting a total of \$3,555,850 of Measure B funds. These funds are matched with \$1,230,621 of Other Non-Measure B funds, for a total of \$4,786,471.

This Item was for information only.

6 PROJECTS

6A. Approval of Draft FY 2013/14 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan

James O'Brien recommended that the Commission approve assumptions to be used for the development of the FY 2013/14 Measure B Capital Program Allocation Plan Update; approve the reallocation \$3.1M of allocated 2000 Measure B funding between sub-projects under the Congestion Relief Emergency Fund Project (ACTIA No. 27) for expenditure for the Studies of Congested Segments/Locations on the CMP Network Project (ACTIA No. 27E), and reallocation to the I-880 Corridor Improvements in Oakland and San Leandro Project (ACTIA 27C); confirm the Measure B commitments to the individual capital projects included in the 1986 and 2000 Measure B Capital Programs, and to previously approved advances, exchanges and loans; and approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs. Mr. O'Brien reviewed the purpose of the allocation plan including the capital project funding process, project allocation under both Measures, and capital account revenues.

Supervisor Haggerty requested clarification on language in the 2000 Measure regarding left-over funds. Art Dao stated that unused funds would fund unfunded Tier 1 project, paratransit projects and finally Tier 2 projects.

Councilmember Atkin requested that staff bring information regarding the various types of bonds used at a future meeting. Mr. Dao stated that staff would be bringing all financial mechanisms to the full Commission.

Councilmember Kaplan motioned to approve this Item. Councilmember Reid seconded the motion. The motion passed 9-0.

6B. Downtown Oakland Streetscape Improvements (ACTC Project No.604.0) Approval of Time Extension for Project Specific Funding Agreement No.2003-02 (Amendment No. 2) Between the Alameda CTC and the City of Oakland

Raj Murthy recommended that the Commission authorize the Executive Director to execute an amendment to the Project Specific Funding Agreement with the City of Oakland for the Downtown Oakland Streetscape Improvements Project (ACTC Project No. 604.0). This amendment would extend the termination date until December 31, 2015 to allow for completion of the construction phase of the project.

Supervisor Haggerty motioned to approve this Item. Councilmember Kaplan seconded the motion. The motion passed 9-0.

6C. Westgate Parkway Extension Project (ACTIA 18B) - Allocation of 2000 Measure B Capital Funding

James O'Brien recommended that the Commission approve Allocation of \$97,000 of 2000 Measure B capital funding from the Programmed Balance for the Westgate Parkway Extension Project (ACTIA NO. 18B). Mr. O'Brien stated that the allocation combined with the previously balance of \$503,000 will total \$600,000 of allocated funds available for use by the Alameda CTC.

Councilmember Freitas motioned to approve this Item. Councilmember Atkin seconded the motion. The motion passed 9-0.

6D. I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196) - Approval of Amendment to Professional Services Agreement (A99-003) with PB Americas for Right of Way Closeout Activities and Design Service During Construction

James O'Brien recommended that the Commission approve the following actions related to the I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196):

1. Increase the commitment of 1986 Measure B capital funding to the project by \$250,000; and
2. Authorize the Executive Director, or designee of the Executive Director, to execute Amendment No. 5 to the professional services agreement with PB Americas (Agreement No. ACTA A99-0003) for additional services related to right of way closeout, design services during construction, and project closeout activities for an additional contract amount not to exceed \$250,000; and to extend the termination date of the agreement to December 31, 2015 to allow for project completion and closeout.

Councilmember Kaplan motioned to approve this Item. Mayor Vernaci seconded the motion. The motion passed 9-0.

6E. Alameda CTC Semi-Annual Capital Projects Status Update

James O'Brien provided an update on the Alameda CTC Semi-Annual Capital Projects Status. The update included information on 44 active capital projects being implemented by the Alameda CTC, and/or being funded wholly, or in part, with Measure B Capital funds.

This Item is for information only.

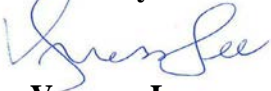
7/8. Staff and Committee Member Reports

There were no staff or committee reports.

9. Adjournment and Next Meeting: May 13, 2013

Chair Reid adjourned the meeting at 1:00p.m. The next meeting is on May 13, 2013.

Attest by:

A handwritten signature in blue ink, appearing to read 'Vanessa Lee', is written over the printed name.

Vanessa Lee
Clerk of the Commission

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Memorandum

DATE: May 02, 2013

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Matt Todd, Principal Transportation Engineer

SUBJECT: **Approval of the 2013 Capital Improvement Program and Programs Investment Plan Revenue Assumptions and Review of the Development Methodology**

Recommendation

It is recommended the Commission approve the 2013 Capital Improvement Program (CIP) and Programs Investment Plan (PIP) revenue assumptions and review the proposed development methodology for the CIP/PIP.

Summary

As the Congestion Management Agency for Alameda County, Alameda CTC is legislatively required by California Government Code 65088.0 to 65089.10 to develop and update a Congestion Management Program (CMP) every two years. The CMP describes policies to address congestion in the county, while also formulating strategies to improve the transportation system and reduce greenhouse gas emissions. The next CMP update, currently underway, is due at the end of 2013.

As required by state statute, the CMP is required to include a Capital Improvement Program (CIP) that outlines projects which help maintain and improve the performance of the multimodal transportation system. In order to meet these legislative requirements, Alameda CTC intends to incorporate a comprehensive CIP and a Programs Investment Program (PIP) in the CMP document as part of the 2013 update. Based on the policy framework proposed with the Strategic Planning and Programming Policy adopted by the Commission in March 2013, the CIP and PIP will be incorporated with an expanded Strategic Plan/CMP that meets state statutory requirements, and serves as a fully integrated strategic planning and programming document that can more effectively guide future planning and programming decisions.

Consistent with the requirements of the CMP, the CIP and PIP will each contain a multi-year planning horizon to guide the programming of Federal, State, and local funds that are under Alameda CTC's purview.

The CIP will include projects that contribute to alleviating traffic congestion and reducing carbon emissions consistent with legislative mandates and Alameda CTC adopted plans. Projects will be prioritized based on funding eligibility and prioritization criteria.

The PIP will include projects/programs that support capital improvements, transit operations, outreach and education, transportation maintenance activities, and reporting tasks that are not included in the CIP. Many of these activities are expected to be funded using Program Funds as available through sources such as Measure B and Vehicle Registration Fee (VRF) and will also contribute to reducing congestion and carbon emissions.

This staff report details the development approach for the CIP and PIP, including a discussion on the following:

- CIP and PIP purpose
- Revenue Assumptions
- CIP/PIP Development Methodology and Project/Program Prioritization
- Two-year Allocation Plan

Discussion

Purpose of the Capital Improvement Program and Programs Investment Program

The purpose of the CIP and PIP is to strategically plan and program funding sources under Alameda CTC's purview for capital improvements, operations and maintenance projects and programs consistent with Alameda CTC adopted long range plans such as the Countywide Transportation Plan, Countywide Bicycle Plan, and Countywide Pedestrian Plan. Updated every two years, as part of the CMP, the proposed CIP/PIP will consist of a multi-year planning horizon that integrates and prioritizes transportation investments based on measurable performance measures. The CIP and PIP will provide an inventory of projects and programs that are funded with Federal, State, and local funding sources by the Alameda CTC for the multi-year period. As such, the short range CIP and PIP will be tied to long-range planning efforts and include a system of feedback loops to monitor and evaluate the performance of Alameda County's transportation system (*refer to Attachment A: Feedback Flow Chart*).

The proposed CIP/PIP will contain a project prioritization process, described later in this staff report, that builds upon already adopted selection criteria from the following:

- Current CMP;
- 2012 Countywide Transportation Plan (CWTP);
- Metropolitan Transportation Commission's Regional Transportation Plan (RTP);
- Alameda Countywide Bicycle Plan;
- Alameda Countywide Pedestrian Plan; and
- Recent Alameda CTC funding programs such as the FY 2012/13 Coordinated Funding Program and Transportation for Clean Air (TFCA).

The PIP will also be structured to provide a link between the goals and policies contained in the CWTP and Alameda CTC programs. Specifically, it will guide programmatic and discretionary funding to the following types of programs:

- Transit Operations
- Paratransit services
- Bicycle programs/projects
- Pedestrian programs/projects
- SMART Corridors operations
- Express Lanes operations
- Transportation Demand Management
- Transportation Systems Management
- Safe Routes to Schools programs
- Local Roadways programs/projects
- Funding for Planning, Programming Monitoring, data collection, and performance reporting

Through the CIP/PIP project/program identification and prioritization process, Alameda CTC will identify shorter term, key transportation improvements that maintain or improve the performance of the multi-modal system for the movement of people and goods or mitigates transportation related impacts on the environment such as air quality. Based on the multi-year CIP/PIP (assume a 5-7 year time period), a two-year Allocation Plan to fund projects/programs will be developed. Projects and programs identified as priorities in the 2-year Allocation Plan are assumed to be ready for funds to be programmed and construction/implementation.

Revenue Assumptions

Alameda CTC is responsible for approximately \$160 million in funding annually for capital projects and programs over the multi-year CIP/PIP. It is assumed the CIP/PIP will cover between a 5 and 7 year period of time. The annual revenues will result in over \$1.1B of investment in transportation through the Alameda CTC over a seven year CIP/PIP timeframe (*refer to Attachment B, Annual Programming Revenue*). The forecasted revenue was developed from actual historical revenue received and projected over the CIP/PIP period. The annual revenue information is also separated into Pass-through and Discretionary components (*refer to Attachment C, Tables 2A – Pass-through Revenues and Table 2B – Discretionary Revenues*).

Alameda CTC distributes or programs revenue from various funding sources including:

- 2000 Measure B
- Vehicle Registration Fee (VRF)
- Surface Transportation Program (STP) / Congestion Management Air Quality (CMAQ)
- State Transportation Improvement Program (STIP)
- Transportation for Clean Air (TFCA)
- Lifeline Transportation Program

For the purposes of developing a revenue forecast for the duration of the CIP/PIP, Alameda CTC is using the historical grant programs' funding availability as the basis for future revenue assumptions. The future revenue assumptions for the following funding sources are described in detail below:

- The STP/CMAQ funds are distributed through MTC. The One Bay Area Grant (OBAG) policy sets the priorities for the funds available from FY 2012/13 to 2015/16. The Alameda CTC is programming the OBAG funding through the FY 2012/13 Coordinated

Funding Programming. Approximately \$60.3 million will be programmed through FY 2015/16. It is assumed that the program will continue at approximately the same level through the CIP/PIP time-frame.

- The STIP funds are distributed through the State and the California Transportation Commission. The next available STIP funding will be programmed in summer 2013 and is anticipated to be available to expend in FY 2017/18 and 2018/19. It is assumed that the program will continue at approximately the same historical levels through the CIP/PIP time-frame. Revenue through FY 19/20 and FY 20/21 is forecasted assuming a similar level of funding.
- The Lifeline Transportation Program is funded with a mix of federal Job Access Reverse Commute (JARC) and Surface Transportation Program (STP) funds, State Transit Assistance (STA), and State Proposition 1B Transit funds. Approximately \$9.6 million in discretionary funds is anticipated to be available for Alameda County projects over a three year funding cycle. The current Cycle 3 ends in FY 2014/15. It is assumed that the program will continue at approximately the same historical levels through the CIP/PIP time-frame.
- TFCA funding is allocated to the Alameda CTC annually with about \$1.7 million available per year. It is assumed that the program will continue at approximately the same historical level through the CIP/PIP time-frame.
- The 2000 Measure B revenue reflects a two percent annual increase in revenue, consistent with the Capital Program Strategic Plan update for FY 2013/14. It is assumed that the program will continue at approximately the same historical level through the CIP/PIP time-frame.
- The VRF revenue is \$11.5 million, consistent with the VRF Strategic Plan/Allocation Plan update for FY 2013/14. It is assumed that the program will continue at approximately the same historical level through the CIP/PIP time-frame.

The timing of the availability of the funding and the corresponding programming action dates for the various funding sources under Alameda CTC's purview are depicted in Attachment D, Current/Future Programming Cycles. As shown, the individual funding sources represent from one to four years of programming revenue, with the anticipated schedule for Alameda CTC programming actions.

CIP/PIP Development Methodology

The methodology used to develop the CIP and PIP will include the following steps:

1. Establish a prioritization process for projects/programs
 - a. CIP/PIP prioritization criterion will be derived from the current CMP, CWTP, RTP, Countywide Bicycle Plan, Countywide Pedestrian Plan, and previously approved selection criteria from Alameda CTC's current discretionary grant programs such as the FY 2012/13 Coordinated Funding Program, TFCA, and Measure B Paratransit Gap Cycle 5 Program.

- b. Prioritization criterion may include project readiness, needs and benefit, proximity to Priority Development Areas (PDAs), maintenance/sustainability, cost effectiveness/leveraging funds, and geographic equity.
- 2. Create an inventory of projects and programs through an examination of
 - a. CWTP's Tier 1 and Tier 2 projects, and programmatic categories
 - b. Recent discretionary grant project/program applications
 - c. Countywide Bicycle Plan, Countywide Pedestrian Plan, and other approved planning documents.

Alameda CTC may request updated or additional project/program information from project sponsors to better evaluate the readiness of potential projects. If required, this would occur at the end of June 2013.

- 3. Evaluate and prioritize projects and programs based on defined performance measures.
- 4. Establish a multi-year CIP/PIP.
 - a. Projects/programs will be prioritized in the CIP/ PIP for future funding allocations.
 - b. Projects /programs that are programmed for funding through the current “calls for projects” will be included in the CIP/PIP as committed projects.
 - c. Projects/programs not selected for funding in the current call for projects may be considered for inclusion in the CIP/PIP.
- 5. Include the CIP/PIP in the CMP.
- 6. Establish a two-year Allocation Plan based on the multi-year CIP/PIP (assume a 5-7 year time period). The two-year allocation plan will identify projects/programs from the multi-year CIP/PIP that would be approved for programming in the first two years of the CIP/PIP period (i.e. through FY 14/15). Additional evaluation will be considered to determine the projects/programs identified to receive programming in this period. Criteria that may be considered will include project readiness, needs and benefit, proximity to Priority Development Areas (PDAs), maintenance/sustainability, cost effectiveness/leveraging funds, and geographic equity. The Allocation Plan revenue assumptions are discussed in more detail in the next section.

In future programming cycles, Alameda CTC will use the CIP/PIP and allocation plan to identify projects and programs for consideration. The CIP/PIP and Allocation Plan will be updated every 2 years as part of the CMP. In future CIP/PIP updates, Alameda CTC will reassess the prioritization of projects/programs for consistency with any updated policies, goals, and performance criterion.

Two-Year Allocation Plan

The two-year Allocation Plan will include the annual programmatic pass-through funds from Measure B and VRF to local jurisdictions.

The discretionary funding available for programming during this timeframe will total approximately \$92.0 M. The funding sources and available funding amounts are depicted in detail on Attachment D, Current/Future Programming Cycles, and summarized in the table below.

Two-year Allocation Plan FY 13/14 to FY 15/16	
Discretionary Funding Sources <i>(Funds with Programming Actions during FY 13/14 to FY 15/16)</i>	Amount <i>(in millions)</i>
STP/CMAQ	\$ 45.2
STIP	\$ 30.0
TFCA	\$ 5.1
Lifeline Transportation Program	\$ 9.6
Measure B	\$ 7.9
VRF	\$ 9.2
Total	\$ 92.0

Based on the prioritization of projects in the CIP/PIP, projects/programs will be recommended for programming under the two-year Allocation Plan.

Schedule/Next steps

The following schedule details milestones for the CIP/PIP (and two-year Allocation Plan) Development.

Timeline	Milestones
May 2013	<ul style="list-style-type: none"> Approval of CIP/PIP revenue assumptions Review CIP/PIP Project/Program Prioritization Methodology
June 2013	<ul style="list-style-type: none"> Approval of CIP/PIP Methodology and Draft CIP/PIP screening and evaluation criteria Initiate Request for Information from sponsors for additional or updated project/program information if required
July 2013	<ul style="list-style-type: none"> Approval of Final CIP/PIP screening and evaluation criteria Consolidate updated project/program information Evaluate programs/projects using prioritization criteria
October 2013	<ul style="list-style-type: none"> Review Draft 2013 Strategic Plan/CMP that includes the draft CIP/PIP
November/ December 2013	<ul style="list-style-type: none"> Approval of Final Strategic Plan/CMP and CIP/PIP
January through April 2014	<ul style="list-style-type: none"> Develop and adopt Alameda CTC's two-year Allocation plan

Fiscal Impact

There is no fiscal impact at this time.

Attachments

Attachment A:	Alameda CTC Policy Framework for Planning, Programming and Monitoring Feedback Loop Process Chart
Attachment B:	Annual Programming Revenue
Attachment C:	Annual Programming Revenue: Pass-through and Discretionary Funds
Attachment D:	Current Program Funding and Current/Future Programming Cycles
Attachment E:	Description of Funding Sources Programmed by Alameda CTC



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Attachment B
Capital Improvement Program
Annual Programming Revenue

Summary:
The Alameda CTC is responsible for approximately \$160 million in funding annually for capital projects and programs over the seven-year CIP time-frame (FY 13/14 through FY 19/20). This annual revenue forecast was developed from actual revenue, and future funding assumptions.

FUNDING SOURCES		Fiscal Year								TOTAL
FEDERAL		FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
STP/CMAQ (inc TE Program)		\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$	105,525,000
STATE										
STIP		\$ 3,838,600	\$ 3,838,600	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$	82,177,200
LOCAL/REGIONAL										
Transportation for Clean Air		\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$	11,970,000
Lifeline Transportation Program		\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$	22,400,000
2000 Measure B Revenue		\$ 111,047,400	\$ 113,268,730	\$ 115,533,990	\$ 117,845,090	\$ 120,202,030	\$ 122,605,765	\$ 125,058,205	\$	825,561,210
MB Programs (60%)		66,628,440	67,961,238	69,320,394	70,707,054	72,121,218	73,563,459	75,034,923	\$	495,336,726
MB Capital Projects (40%)		44,418,960	45,307,492	46,213,596	47,138,036	48,080,812	49,042,306	50,023,282	\$	330,224,484
Vehicle Registration Fee Revenue		\$ 10,925,000	\$ 10,925,000	\$ 10,925,000	\$ 10,925,000	\$ 10,925,000	\$ 10,925,000	\$ 10,925,000	\$	76,475,000
VRF Local Rd Pass-through (60%)		6,555,000	6,555,000	6,555,000	6,555,000	6,555,000	6,555,000	6,555,000	\$	45,885,000
VRF Discretionary (40%)		4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	\$	30,590,000
Subtotal Local/Regional		\$ 126,882,400	\$ 129,103,730	\$ 131,368,990	\$ 133,680,090	\$ 136,037,030	\$ 138,440,765	\$ 140,893,205	\$	936,406,210
TOTAL		\$ 145,796,000	\$ 148,017,330	\$ 161,193,990	\$ 163,505,090	\$ 166,112,030	\$ 168,515,765	\$ 170,968,205	\$	1,124,108,410

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Attachment D
Capital Improvement Program
Current/Future Programming Cycles

Summary:

This table depicts current and future programming cycles of various funding sources, and notes the anticipated year of programming decisions by the Alameda CTC's Commission. Also provided, is a general implementation schedule of planning documents associated with the CIP development.

- The DARK GRAY BOXES represents the cycle duration of available revenues in FY 12/13 Coordinated Call for Projects, Paratransit Gap, TFCA, etc.
- The PATTERN BOXES represents future funding cycles and the anticipated programming actions associated with these call for projects.
- The DARK BOX from FY 13/14 to FY 15/16 represents the time period of the allocation plan.

FUNDING SOURCES	FY 12/13	Fiscal Year							
	Program Amount	FY 12/13	FY 13 /14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
FEDERAL									
STP/CMAQ (inc TE Program) ¹	\$ 60,300,000	△			△			△	
STATE									
STIP	\$ 30,000,000								
LOCAL/REGIONAL									
TFCA									
Program Management (70%)	\$ 1,197,000	△							
TFCA Discretionary (30%)	\$ 513,000	△							
Lifeline Transportation Program	\$ 9,600,000								
2000 Measure B Discretionary Express Bus ¹	\$ 2,200,000	△							
Paratransit	\$ 2,000,000	△							
Bike/Pedestrian ¹	\$ 2,500,000	△							
Transit Center Development	\$ 426,201								
Vehicle Registration Fee Discretionary Mass Transit (25%) ¹	\$ 5,000,000	△							
Local Technology (10%)	\$ 2,118,500	△							
Bike/Pedestrian Safety (5.0%) ¹	\$ 1,500,000	△							
ALAMEDA CTC APPROVAL SCHEDULE									
Countywide Transporation Plan (CWTP)	4 year Cycle - June Approval								
Congestion Management Plan (CMP) / CIP	Odd year Cycle - Dec. Approval								
Allocation Plan									

Notes:
¹ Included in the FY 12/13 Coordinated Call for Projects

LEGEND

Approval (Alameda CTC)

△

Programming Decision (Alameda CTC)

Current Proramming Cycle

Future Programming Cycles

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Attachment E: Description of Funding Sources Programmed by Alameda CTC

FEDERAL FUNDING PROGRAMS

Surface Transportation Program. The Alameda CTC, as Alameda County's congestion management agency, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through funding from the reauthorization of federal funding for surface transportation, the legislation by which the Alameda CTC receives federal monies. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

Congestion Mitigation & Air Quality Program. The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

STATE AND REGIONAL FUNDING PROGRAMS

State Transportation Improvement Program. Under state law, the Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a Fund Estimate (FE) that serves as the basis for financially constraining STIP proposals from counties and regions.

Transportation Fund for Clean Air Program (TFCA). State law permits the BAAQMD to collect a fee of \$4/vehicle/ year to reduce air pollution from motor vehicles. Of these funds, the District programs 60 percent; the remaining 40 percent are allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

Lifeline Transportation Program (LTP). Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for the LTP. The LTP provides funds for transportation projects that serve low income communities using a mixture of state and federal fund sources. The current program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute and State Proposition 1B funds. The make-up of this program will likely change due to the passage of MAP-21 and most of the Proposition 1B funds already allocated.

LOCAL FUNDING PROGRAMS

Measure B Program Funds: These include 60% of the sales tax dollars that are allocated to 20 separate organizations via direct pass-through funds or discretionary grant programs. In April 2012, the Alameda CTC entered into new Master Program Funding Agreements with all recipients, which require more focused reporting requirements for fund reserves. Agreements were executed Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority (WETA), Altamont Commuter Express (ACE), the Livermore Amador Valley Transit Authority (LAVTA), and the Bay Area Rapid Transit District (BART); cities include Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark,

Oakland, Piedmont, Pleasanton, San Leandro, and Union City (same agreement as for Union City Transit); and Alameda County.

The funds allocated to jurisdictions through the Master Program Funding Agreements include the following:

- Local Transportation, including local streets and roads projects (22.33 percent)
 - Mass Transit, including express bus service (21.92 percent)
 - Special Transportation (Paratransit) for seniors and people with disabilities (10.5 percent)
 - Bicycle and Pedestrian Safety (5 percent)
 - Transit-Oriented Development (0.19 percent)
- **Measure B Capital Funds:** These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.
- **Vehicle Registration Fee:** The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:
- Local streets and roads (60 percent, allocated through MPFA)
 - Transit (25 percent, allocated through discretionary program)
 - Local transportation technology (10 percent, discretionary program)
 - Bicycle and pedestrian projects (5 percent, discretionary program)

Local Exchange Program. Under this program, the Alameda CTC can exchange state and federal funds for local monies, giving project sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects that would otherwise have been delayed due to the lack of available STIP funding. The program includes projects such as bus purchases, overpasses, intermodal facilities, local road improvements and arterial management projects.

OTHER FUNDING SOURCES

There are numerous other funding programs that fund transportation investments in Alameda County, but the Alameda CTC does not have a direct role in programming these funds, including, but not limited to:

- Federal Disaster Assistance
- Federal Transit Sections 5300 series
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Bridge Tolls (Regional Measure 2) – sometimes Alameda CTC may have a role in identifying projects for these funds
- Local Gas Tax (Highway Users Tax Account)



Memorandum

DATE: May 02, 2013

TO: Programs and Projects Committee

FROM: Stewart Ng, Deputy Director, Programming and Projects
Matt Todd, Principal Transportation Engineer
Vivek Bhat, Senior Transportation Engineer

SUBJECT: Approval of 2014 State Transportation Improvement Program (STIP) Principles

Recommendation

It is recommended that the Commission approve the 2014 STIP Principles for the development of the 2014 STIP project list.

Summary

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to local level and allows the Alameda CTC to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure; modified the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements: 75% of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25% going to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC adopts and forwards a program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, the MTC is responsible for developing the regional

priorities for the RTIP. The MTC approves the region's RTIP and submits it to the California Transportation Commission (CTC) for inclusion in the STIP.

The California Department of Transportation (Caltrans) is responsible for developing the ITIP. Alameda CTC will work with Caltrans District 4 and the MTC to identify potential projects to be included in the ITIP.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from highs in the \$200 million range to \$0. The Alameda County shares for the last two STIP cycles have ranged from \$10 to \$30 million (see Attachment A).

The 2014 STIP Fund Estimate will establish the basis by which the Alameda County Share for the 2014 STIP is determined. The Alameda County share represents the amount of new programming capacity that will be available for Alameda County projects in the 2014 STIP cycle. The California Transportation Commission (CTC) is scheduled to approve the final assumptions for the 2014 STIP Fund Estimate in May 2013, the draft Fund Estimate in June 2013 and a final Fund Estimate in August 2013.

The MTC region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2013. Correspondingly, the counties' proposals are due to the MTC in late October 2013. The 2014 STIP Development Schedule (Attachment B) assumes the Alameda CTC Board approving Alameda County's 2014 RTIP in October 2013.

As in past STIP cycles, the CTC and MTC are not scheduled to adopt the final STIP policies until late summer. The development of the Alameda County RTIP proposal will have to be closely coordinated with the statewide and regional development of the 2014 STIP policies. The CTC schedule calls for adoption of the 2014 STIP in April 2014.

Staff is requesting Commission approval of principles by which the Alameda County share of the 2014 STIP will be programmed (see Attachment C). The proposed principles for developing the 2014 RTIP Project List include consideration of previously approved STIP commitments. A number of commitments related to the programming of Alameda County STIP shares have been approved beginning with funds programmed in the 2008 STIP cycle. These commitments include Resolution 3434 projects and funds required to payback Measure B advances for project development work on Proposition 1B Infrastructure Bond funded projects. Local funds committed to the I-Bond project development work helped leverage and deliver approximately \$500 Million of state funded projects.

Some of the previous STIP commitments have been fulfilled, and some remain for consideration in the upcoming 2014 STIP cycle. The summary attached to the proposed principles provides a status of the previously approved STIP commitments. It is anticipated that the previously approved STIP commitments, or portions of those commitments, may be fulfilled by the programming of funds other than STIP funds in the context of the proposed uniform approach to programming all sources of transportation funding available through the Alameda CTC.

The proposed principles for the development of the 2014 STIP are intended to be consistent with the draft “Policy Framework for Planning, Programming and Monitoring” being developed by the Alameda CTC to improve the connection between the planning and programming related to transportation funding in Alameda County. While the policy framework being developed may not be available in its final form to be employed during the 2014 STIP programming, the goals and objectives stemming from the Countywide Transportation Plan efforts will serve as the basis for the criteria to be used to evaluate candidates for the 2014 STIP RTIP programming. The criteria is intended to provide a measure of the degree to which a proposed project, or other activity intended to be funded by funding programmed by the Alameda CTC, achieves or advances the goals and objectives described in the Countywide Transportation Plan.

During the 2012 STIP development process, the following policies were prioritized and it is proposed that they be applied to the development of the 2014 STIP:

- The Region’s CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans should notify the region’s CMAs and MTC of any anticipated costs increases to currently-programmed STIP projects in the same time frame as the new project applications.

Fiscal Impact

There is no fiscal impact at this time.

Attachment(s)

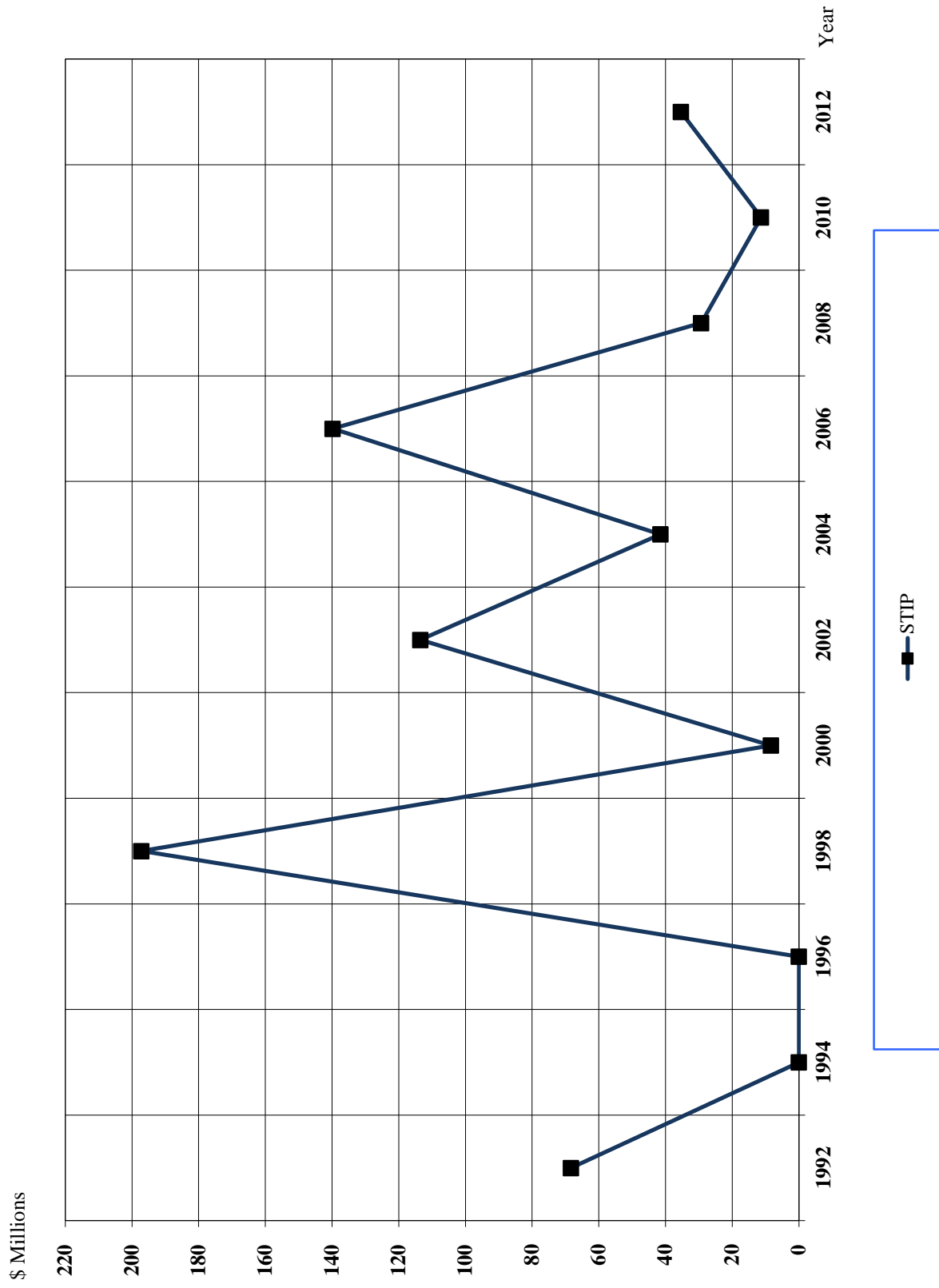
Attachment A: Alameda CTC STIP Programming Levels

Attachment B: 2014 STIP Development Schedule

Attachment C: Draft Principles for the Development of the 2014 STIP Project List

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ALAMEDA CTC STIP PROGRAMMING LEVELS



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2014 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
<ul style="list-style-type: none"> • Approve 2014 STIP Schedule 	April 2013	
<ul style="list-style-type: none"> • Alameda CTC Approve 2014 STIP Principles 	May 2013	<ul style="list-style-type: none"> • CTC Approve Final Fund Estimate Assumptions
	June 2013	<ul style="list-style-type: none"> • CTC Releases Draft Fund Estimate (June 11th) • CTC Releases Draft STIP Guidelines
	July 2013	<ul style="list-style-type: none"> • MTC Reviews Draft RTIP Policies
	August 2013	<ul style="list-style-type: none"> • CTC Approves Fund Estimate • CTC Adopts STIP Guidelines
<ul style="list-style-type: none"> • Draft RTIP Proposal to Alameda CTC Commission 	September 2013	<ul style="list-style-type: none"> • MTC Approves Final RTIP Policies
<ul style="list-style-type: none"> • Final RTIP Proposal to Alameda CTC Committees and Commission 	October 2013	
	November 2013	<ul style="list-style-type: none"> • MTC Approves RTIP
	December 2013	<ul style="list-style-type: none"> • RTIP due to CTC
	April 2014	<ul style="list-style-type: none"> • CTC Adopts 2014 STIP

1. Sponsors of existing STIP programming in future years of the STIP as well as Caltrans sponsored projects with open Expenditure Authorization authority (or with a close out pending) will also be required to submit a project application for funding consideration.

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Draft Principles for the Development of the 2014 STIP Project List

- All current sponsors will be required to provide updated project definition, status, schedule, cost and funding information for currently programmed projects.
- Previous commitments for STIP programming, included in the attached list, will be considered during the development of the 2014 STIP project list.
- It is anticipated that any new funding programmed in the 2014 STIP will be made available in FY's 2017/18 and 2018/19.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and satisfy all requirements for programming into the STIP.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- Consideration of the following are proposed for the prioritization required for the development of the 2014 STIP project list:
 - ◆ The principles and objectives set forth in the draft "Policy Framework for Planning, Programming and Monitoring" being developed by the Alameda CTC to improve the connection between the planning and programming related to transportation funding in Alameda County;
 - ◆ Previous commitments for STIP programming approved by the Alameda CTC (as described in the attached summary);
 - ◆ The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
 - ◆ Maintaining a balance of projects in various phases of project delivery with viable project implementation strategies based on project-specific information provided by applicants related to the following aspects of project delivery:
 - The current phase of project delivery, i.e. planning/scoping, preliminary engineering/environmental, design, right of way, or construction;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

Attachment(s):

Table A: Summary of Previously Approved Alameda County STIP-RIP Commitments

Table A: Summary of Previously Adopted Alameda County STIP-RIP Commitments		
Project	Commitment Amount (\$ x 1,000)	Notes
Alameda County I-Bond Projects	\$ 8,000	<ul style="list-style-type: none"> • \$8M approved by Alameda CTC July 2012. • Prioritized programming included in previous ACCMA Board actions • See Note 1
Route 24 Corridor	\$ 4,000	
Dumbarton Rail Project	\$ 91,000	<ul style="list-style-type: none"> • \$91M identified to satisfy MTC Resolution 3434 requirement, which will be superseded by Plan Bay Area • See Note 2 and Note 3
BART Warm Springs Extension	\$ 69,000	<ul style="list-style-type: none"> • \$69M identified to satisfy MTC Resolution 3434 requirement, which will be superseded by Plan Bay Area • \$3.5M fulfilled in 2012 STIP (Warm Springs Station Access Improvement – Automall Project) • See Note 2 and Note 3
AC Transit Bus Rapid Transit Project	\$ 40,000	<ul style="list-style-type: none"> • \$40M identified to satisfy MTC Resolution 3434 requirement, which will be superseded by Plan Bay Area • \$3M fulfilled in 2012 STIP (combined with Lifeline Backfill commitment) • \$1.5M fulfilled with Lifeline/MB Express Bus funding • See Note 2 and Note 3
I-880 Broadway/Jackson Interchange	\$ 3,000	
I-880 Corridor Project	\$ 1,900	

Table A: Summary of Previously Adopted Alameda County STIP-RIP Commitments

Notes:

1. Resolution 08-018 identified projects in Alameda County funded by CMIA, TCIF or TLSP I-Bond funding collectively as “Infrastructure Bond Projects,” including the construction phase, and committed prioritized programming without specifying an amount for the commitment to the Infrastructure Bond Projects.
2. Resolution 08-018 identified three projects collectively referred to as “Reso 3434 Projects:” 1) BART Warm Springs Extension; 2) AC Transit Bus Rapid Transit (BRT) Project; and 3) Dumbarton Rail Project. Resolution 08-018 requires that up to fifty percent (50%) of any new STIP programming capacity be programmed to the Reso 3434 Projects; and that a minimum of twenty-five percent (25%) of any new STIP programming capacity be programmed to the BART Warm Springs Extension Project if all programming requirements are met.
3. The standing of the Reso 3434 Projects in the Region’s transportation planning and funding arena is currently under review in the context of the draft Regional Transportation Plan (RTP), or “Plan Bay Area,” which is being developed by the MTC. For example: 1) The Dumbarton Rail Corridor Project (DRC) is included in the Draft Plan Bay Area as “environmental only,” which indicates that no priority for future capital funding is identified in the long range plan. The environmental phase of the DRC is fully funded by existing fund sources, 2) The capital phase of the Bus Rapid Transit Project (BRT) is partially funded by a priority for future funding in the Plan Bay Area, and 3) The capital phase of the Warm Springs Extension Project (WSX) is fully funded by existing sources.

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Memorandum

DATE: May 02, 2013

TO: Programs and Projects Committee

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

SUBJECT: Draft FY 2102-13 Coordinated Funding Program

Recommendation

This is an information item. No action is requested.

Summary

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

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

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

The OBAG Programming Guidelines were approved by the Commission at their December 2012 meeting. The guidelines included programming categories, program eligibility, and screening

and selection criteria for the OBAG projects. The action also provided that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories.

Discussion

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

1. Federal OBAG (\$53.9 million):
 - a. Surface Transportation Program (STP)
 - b. Congestion Mitigation and Air Quality (CMAQ)
2. Local:
 - a. Measure B
 - i. Bicycle/Pedestrian Countywide Discretionary Fund (\$2.5 million)
 - ii. Countywide Express Bus Service Fund (\$2.2 million)
 - b. Vehicle Registration Fee (VRF)
 - i. Pedestrian And Bicyclist Access And Safety Program (\$1.5 million)
 - ii. Transit for Congestion Relief Program (\$5.0 million)

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

Federal Funding

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

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

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

Measure B and VRF Funding

Measure B - Approved by Alameda County voters in 2000, Measure B is a half-cent transportation sales tax that is financing a multitude of projects to improve the County's transportation system. Collections began in April 2002 and will continue through March 2022. The Measure B Expenditure Plan outlines projects and programs that will be funded with the sales tax revenue.

Measure B Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Program - Five percent (5%) of the net revenue collected for Measure B is dedicated to bicycle and pedestrian projects, 25% of which is distributed on a discretionary basis through the Measure B Bicycle and Pedestrian CDF program. The funds are used to expand and enhance bicycle and pedestrian access, convenience, safety and usage in Alameda County, focusing on countywide priorities in the Countywide Bicycle Plan and Countywide Pedestrian Plan.

Measure B Countywide Express Bus Service Fund - A competitive grant program that is funded with 0.7% of the net sales tax revenue collected and is dedicated to express bus service projects. The goal of the Express Bus Grant Program is to create, expand, and enhance express bus services, focusing on projects with countywide significance. Eligible recipients are limited to AC Transit and LAVTA.

Vehicle Registration Fee (VRF) - Approved as Measure F by Alameda County voters in 2010, VRF is a \$10 per year vehicle registration fee on each annual motor vehicle registration or renewal of registration in Alameda County starting in May 2011. The goal of the VRF program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution.

VRF Pedestrian and Bicyclist Access and Safety Program - Funded with 5% of VRF funds, this program is intended to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles on arterials and other locally-maintained roads and to reduce congestion in areas such as schools, downtowns, transit hubs, and other high activity locations.

VRF Transit for Congestion Relief Program - Funded with 25% of VRF funds, this program is to promote the use public transportation, by making the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution.

Eligibility, Screening and Selection Methodology

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

- In order to be eligible to receive federal funds through the OBAG Program, local agencies were required to:
 1. Adopt a Complete Streets Resolutions (or compliant General Plan) by April 1, 2013,
 2. Receive certification of agency housing element by the California Department of Housing and Community Development by January 31, 2013.
 3. Complete Local Agency Certification Checklist
- Transportation projects were required to be consistent with the adopted Regional Transportation Plan, Alameda Countywide Transportation Plan and / or the Countywide Bicycle and Pedestrian Plans.
- Transportation projects were required to be eligible for funding from one or more of the fund programs incorporated into the coordinated program.
- Transportation projects within or having proximate access to the 17 “Active” PDAs listed in Alameda CTC’s Priority Development Area Investment and Growth Strategy were eligible to apply for OBAG PDA Supportive category funds.
- Local jurisdiction were provided the flexibility of applying for OBAG, Local or a combination of OBAG and Local funds
- Commission approved using Measure B and / or VRF Bike and Pedestrian funds as a local match for the Safe Routes to School Program.
- Alameda CTC may prioritize local funds as matching funds for projects requesting OBAG funding.

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

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

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

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

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

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

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

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

The Alameda County's Bicycle and Pedestrian Advisory Committee (BPAC) also played an active role in the review process. The BPAC is made up of 11 members that represent both bicycling and pedestrian interests from all areas of the county. Since most of the BPAC members are regular users of these facilities, their input assisted in the review panel's understanding of the project. The BPAC's roles in the review process include providing comments on MTC's Complete Streets Checklist as well as providing a recommendation on the overall program as an advisory committee to the Alameda CTC.

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

Revised fund estimate

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

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

Draft FY 2012-13 Coordinated Program

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

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

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

The LSR funding was sub-allocated to the cities and County based on a 50% Population and 50% Lane Miles formula. The target programming generated as a result of this formula was the maximum LSR funds that a jurisdiction received. The minimum LSR funds a jurisdiction received was \$100,000. The resulting programming action will support the “fix it first” strategy as well as address the LSR maintenance shortfall within Alameda County.

PDA Supportive Transportation Investments (\$38.7 Million available)

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

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

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

Alameda CTC received 29 applications requesting \$18.2 million Measure B/VRF Bike and Ped funds. The draft FY 2012-13 Coordinated Program includes approximately \$3.7 million of Measure B/ VRF Bike Ped funds towards nine (9) Bike and Ped projects. The draft program includes:

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

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

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

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

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

Next Steps:

The Draft FY 2012/13 Coordinated Program will be presented to the Committees and Commission in the May 2013 meetings. A final program for consideration will be presented to the Committees and Commission at the June 2013 meetings.

MTC's Bridge Tolls Policy

Projects that are recommended for OBAG funding may have federal funds identified over multiple phases of project delivery (i.e. environmental, design or construction). Under MTC's Regional Toll Credit Policy, local funds used in initial phases of a project may be eligible to be applied toward the 11.47% federal local match requirement. Thus if an agency uses 11.47% of the total project cost for environmental and design cost using local funds, they may be eligible to use 100% federal OBAG funding for the Construction phase using toll credits. The sponsor would still need to follow certain federal-aid process requirements for the environmental and right of way phases even if there are no federal funds in those phases. Caltrans Local Assistance has confirmed that as long as construction funds are programmed in MTC's Transportation Improvement Program (TIP) they will conduct the field review when needed for the PE phase even if there are no federal funds in the PE (Environmental and Design) phase. This should significantly reduce the number of fund authorizations (E-76) processed by Caltrans, which can benefit the local sponsors project delivery schedule as well as the Caltrans Local Assistance resource requirements. Staff will also work with local jurisdiction if a project is a candidate for this option.

Attachment(s)

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

“ACTIVE” PDAs in Alameda County

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

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OBAG - Local Streets and Roads

50% Population + 50% Lane Miles

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

** County of Alameda information includes Planning Area 2 and 4

Population Source - Department of Finance 01/01/2012

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

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

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

Approved by Alameda CTC Board on 12/06/12

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

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FY 2012/13 COORDINATED FUNDING PROGRAM
DRAFT PROGRAM

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

FY 2012/13 COORDINATED FUNDING PROGRAM
DRAFT PROGRAM

\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
1	City of Berkeley	Shattuck Reconfiguration & Ped Safety	PDA SUPPORTIVE	81.5	\$ 3,152	\$ 2,777		\$ 2,777				\$ 2,777		
2	City of Oakland	7th St W Oakland Transit Village Phase II		80.7	\$ 4,066	\$ 3,288		\$ 3,288					\$ 3,288	
3	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements		80.6	\$ 10,456	\$ 7,784		\$ 4,066			\$ 3,718	\$ 7,784		
4	City of Oakland	Lakeside Green Street Project (at Lakeside/Harrison)		80.0	\$ 11,505	\$ 7,000		\$ 7,000					\$ 7,000	
5	City of Oakland	Peralta St Improvements Component (of MLK Jr. Way & Peralta Phase I App.)		79.7	\$ 3,365	\$ 2,979		\$ 2,979					\$ 2,979	Evaluated application components separately
6	City of Union City	UC BART Station Imp & RR Ped Xing Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		79.0	\$ 26,033	\$ 14,422		\$ 8,692			\$ 5,730	\$ 14,422		Evaluated application components separately
7	City of Berkeley	Hearst Ave Complete Streets		78.5	\$ 2,865	\$ 1,150	\$ 1,006	\$ 1,150					\$ 2,156	Coordinated with LSR Project
8	City of Oakland	Bike Lane Component (of Lake Merritt BART Bikeways App.)		77.7	\$ 2,640	\$ 2,112		\$ 422					\$ 422	Conditional upon identifying other funds for the rehabilitation component of the project Assume bike lane component is 20% of request (\$422k of total \$2,112k)
9	City of Oakland	MLK Way Improvements Component (of MLK Jr. Way & Peralta Phase I App.)		76.9	\$ 2,795	\$ 2,473		\$ 2,473					\$ 2,473	Evaluated application components separately
10	City of Emeryville	Christie Ave Bay Trail Gap Closure		75.5	\$ 550	\$ 550				\$ 550			\$ 550	Proposed for Local Bike/Ped funds
11	City of Fremont	Fremont City Center multi-Modal Improvements	71.3	\$ 14,340	\$ 6,360		\$ 5,853					\$ 5,853	Assumes Fremont would need to provide \$507 in additional Funds	
12	AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements	69.1	\$ 7,189	\$ 7,189					\$ 200		\$ 200	Funds approved would be considered to against overall ACTC BRT commitments Contingent on providing detailed scope of locations for improvements	
13	EBRPD	Bay Trail - Gilman to Buchanan	BIKE/PED PROJ (PRIORITY NETWORK)	81.2	\$ 4,851	\$ 1,000			\$ 1,000			\$ 1,000		
14	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)		77.9	\$ 991	\$ 793			\$ 793				\$ 793	
15	City of Albany	Buchanan/Marin Bikeway		77.8	\$ 1,225	\$ 536			\$ 536				\$ 536	
16	City of San Leandro	W Juana Ped improvements		74.8	\$ 724	\$ 724			\$ 346				\$ 346	Assumes S Leandro will provide \$378 K in additional Funds
17	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)	FEAS. STUDY	28.0	\$ 2,062	\$ 206			\$ 113			\$ 113	Reduced Scope to Feasibility Study About 3-4% of Bike/Ped funds	
18	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	B/P PLAN	31.8	\$ 120	\$ 102			\$ 102			\$ 102	Master Plan About 3-4% of Bike/Ped Funds	
19	Cycles of Change	Bike Go Round (education/safety Program)	B/P OPS	74.8	\$ 840	\$ 360			\$ 240			\$ 240	Program / Operations Would provide 2 years of operations	
20	City of Alameda	Estuary Crossing Shuttle	TRANSIT OPS	74.0	\$ 941	\$ 489					\$ 200	\$ 200	About 7.5% of local Bike/Ped funding Operations Would provide 2 years of operations	
21	City of Oakland	Broadway Shuttle		72.2	\$ 2,670	\$ 546						\$ 352	\$ 352	Operations Would provide 2 years of operations
22	LAVTA	Route 10 & Rapid Route Operations		71.2	\$ 7,333	\$ 1,000				\$ 1,000			\$ 1,000	Operations Would provide 2 years of operations
23	LAVTA	Route 12v, 20x and 70x Operations		71.0	\$ 3,905	\$ 1,000					\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations
		SubTotal			\$ 114,618	\$ 64,840	\$ 1,006	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 55,586		
		Total Recommended			\$ 135,679	\$ 80,097	\$ 15,257	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 69,837		

FY 2012/13 COORDINATED FUNDING PROGRAM
DRAFT PROGRAM

\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
1	City of Oakland	Coliseum BART Corridor and Infrastructure Connections	PDA SUPPORTIVE	65.7	\$ 2,823 \$	2,321								
2	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		65.3	\$ 1,841 \$	1,630								Also Scored in Bike/Ped Category
3	City of Union City	Decoto Road and Decoto Rail Xing Improvement Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		64.5	\$ 6,505 \$	5,312								Evaluated application components seperately
4	City of Oakland	Tyrone Carney Park/105th Reconfiguration		64.3	\$ 1,972 \$	1,571								
5	City of Dublin	Amador Plaza Road Complete Street Improvements		58.1	\$ 5,437 \$	4,813								
6	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		57.1	\$ 4,560 \$	1,630								Also Scored in Bike/Ped Category
7	Alameda County PWA	"A" Street Class II Bike Lane	BIKE/PED PROJECTS (PRIORITY NETWORK)	72.8	\$ 244 \$	54								
8	Alameda County PWA	"A" Street Ped Safety		72.2	\$ 1,245 \$	400								
9	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		70.3	\$ 1,841 \$	1,630								Also Scored in PDA Supportive Category
10	Alameda County PWA	Fairmont Dr Bike Lane		64.1	\$ 380 \$	380								
11	City of San Leandro	E 14th St S Area Streetscape		63.0	\$ 6,320 \$	5,630								
12	City of Albany	Albany Bike/Ped Wayfinding		62.6	\$ 311 \$	280								
13	City of Pleasanton	Microwave Ped & Bike Detection in Hacienda	BIKE/PED PROJECTS (PRIORITY NETWORK)	61.8	\$ 205 \$	205								
14	City of Hayward	Main St Complete St		59.7	\$ 2,127 \$	2,027								
15	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		59.6	\$ 4,560 \$	1,630								Also Scored in PDA Supportive Category
16	City of Pleasanton	Foothill Road - Bicycle Lane Gap Closure		55.6	\$ 1,035 \$	915								
17	City of Hayward	Update of Citywide Bicycle MP, Prep of Ped MP , SR2S		B/P PLAN	24.6	\$ 300 \$	300							
18	City of Oakland	Lake Merritt Chanel Bike/Ped Bridge		FEASIBILITY STUDY	29	\$ 15,000 \$	400							
19	City of Dublin	Iron Horse Trail/BART Connectivity Feasibility Study	25.8		\$ 350 \$	309								
20	City of Oakland	Park Blvd Path Feasibility Study	23.2		\$ 395 \$	197								
21	City of Pleasanton	Feasibility Study for Ped & Bike Bridges	19.6		\$ 50 \$	25								
22	EBRPD	Niles Canyon Regional Trail Feasibility Study	18.4		\$ 150 \$	75								
23	AC Transit	Line 51 Corridor GPS-based Transit Signal Priority	TRANS. CAP		74	\$ 11,515 \$	1,000							
24	Alameda County PWA	Niles Canyon Road Ped Safety	BIKE/PED PROJECTS (VISION NETWORK)	See Notes	\$ 140 \$	95							Project in Vision Network; Considered Tier 2	
25	Alameda County PWA	Mabel Ave Ped Safety		See Notes	\$ 1,035 \$	445								Project in Vision Network; Considered Tier 2
26	Alameda County PWA	E Castro Valley Blvd Bike Lane		See Notes	\$ 540 \$	480								Project in Vision Network; Considered Tier 2
27	Alameda County PWA	Mines Rd Bike Lane		See Notes	\$ 56 \$	50								Project in Vision Network; Considered Tier 2
28	City of Dublin	Village Parkway Bicycle & Pedestrian Improvements		See Notes	\$ 2,862 \$	2,533								Project in Vision Network; Considered Tier 2
29	City of Livermore	Arroyo Las Positas Class I Multi-Use Trail		See Notes	\$ 3,771 \$	2,918								Project in Vision Network; Considered Tier 2
30	City of Pleasanton	Bernal Avenue Bridge Over Arroyo de la Laguna		See Notes	\$ 2,200 \$	500								Project in Vision Network; Considered Tier 2
31	City of San Leandro	W San Leandro Bikeways		See Notes	\$ 569 \$	569								Project in Vision Network; Considered Tier 2
32	EBRPD	Shadow Cliffs to Del Valle Trail		See Notes	\$ 1,430 \$	1,200								Project in Vision Network; Considered Tier 2
33	LARPD	Sycamore Grove Park Trail Renovation		See Notes	\$ 1,852 \$	1,717								Project in Vision Network; Considered Tier 2
34	City of San Leandro	San Leandro Downtown Parking Mgmt		See Notes	\$ 332 \$	332								Project not Eligible for OBAG funding; Sponsor requested to consider applying for SC-TAP funds
35	EBRPD	Iron Horse Trail - Dublin/ Pleasanton BART to Santa Rita	See Notes	\$ 4,320 \$	750								Project fully funded; Ground Breaking Event Held on May 1st	
					\$ 81,872 \$	41,063 \$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

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

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

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

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

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

\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
Bike Ped Feasibility Studies														
1	City of Oakland	Lake Merritt Chanel Bike/Ped Bridge		29	\$ 15,000	\$ 400								
2	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)		28	\$ 2,062	\$ 206			\$ 113				\$ 113	Reduce Scope to Feasibility Study About 3-4% of Bike/Ped funds
3	City of Dublin	Iron Horse Trail/BART Connectivity Feasibility Study		25.8	\$ 350	\$ 309								
4	City of Oakland	Park Blvd Path Feasibility Study		23.2	\$ 395	\$ 197								
5	City of Pleasanton	Feasibility Study for Ped & Bike Bridges		19.6	\$ 50	\$ 25								
6	EBRPD	Niles Canyon Regional Trail Feasibility Study		18.4	\$ 150	\$ 75								
			Subtotal		\$ 3,007	\$ 812	\$ -	\$ -	\$ 113	\$ -	\$ -	\$ 113		
Bike Ped Planning Documents														
7	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan		31.8	\$ 120	\$ 102			\$ 102			\$ 102	Master Plan About 3-4% of Bike/Ped Funds	
8	City of Hayward	Update of Citywide Bicycle MP, Prep of Ped MP, SR25		24.6	\$ 300	\$ 300								
			Subtotal		\$ 420	\$ 402	\$ -	\$ -	\$ 102	\$ -	\$ -	\$ 102		
Bike Ped Program/Operations														
9	Cycles of Change	Bike Go Round (education/safety Program)		74.8	\$ 840	\$ 360			\$ 240			\$ 240	Program / Operations Would provide 2 years of operations About 7.5% of local Bike/Ped funding	
				Subtotal		\$ 840	\$ 360	\$ -	\$ -	\$ 240	\$ -	\$ -	\$ 240	
Transit Capital Projects														
10	AC Transit	Line 51 Corridor GPS-based Transit Signal Priority		74	\$ 11,515	\$ 1,000								
				Subtotal		\$ 11,515	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Transit Operations Projects														
11	City of Alameda	Estuary Crossing Shuttle		74	\$ 941	\$ 489				\$ 200	\$ 200	\$ 200	Operations Would provide 2 years of operations Operations	
12	City of Oakland	Broadway Shuttle		72.2	\$ 2,670	\$ 546					\$ 352	\$ 352	\$ 352	Would provide 2 years of operations
13	LAVTA	Route 10 & Rapid Route Operations		71.2	\$ 7,333	\$ 1,000				\$ 1,000	\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations Operations
14	LAVTA	Route 12v, 20x and 70x Operations		71.0	\$ 3,905	\$ 1,000					\$ 1,000		\$ 1,000	Would provide 2 years of operations
			SubTotal		\$ 14,849	\$ 3,035	\$ -	\$ -	\$ -	\$ 2,000	\$ 552	\$ 2,552		

				Totals		\$ 202,551	\$ 120,760	\$ 15,257	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 69,837	
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Memorandum

DATE: May 02, 2013

TO: Programs and Projects Committee

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

SUBJECT: **Approval of Vehicle Registration Fee (VRF) FY 2013/14 Allocation Plan**

Recommendation

It is recommended the Commission approve the Vehicle Registration Fee (VRF) FY 2013/14 Allocation Plan.

Summary

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters in November 2010. The fee will generate about \$11.5 million per year by a \$10 per year vehicle registration fee. The collection of the \$10 per year vehicle registration fee started in May 2011.

The FY 2013/14 VRF Allocation Plan proposes to:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) for the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over next five fiscal years of the VRF to assess the financial capacity to deliver the various programs.

Based on the actual VRF collections to date, staff has adjusted the FY 2012/13 and beyond revenue estimates presented in last month's Draft FY 2013/14 Plan.

Background

The goal of the VRF program is to sustain the County's transportation network and reduce traffic congestion and vehicle related pollution. The program includes four categories of projects to achieve this, including:

- Local Road Improvement and Repair Program (60%)
- Transit for Congestion Relief (25%)
- Local Transportation Technology (10%)

- Pedestrian and Bicyclist Access and Safety Program (5%)

An equitable share of the funds will be distributed among the four planning areas of the county over successive five year cycles. Geographic equity will be measured by a formula, weighted fifty percent by population of the planning area and fifty percent of registered vehicles of the planning area.

The Alameda County Transportation Commission will prepare an annual Allocation Plan to guide the implementation of the four programs identified in the Vehicle Registration Fee Expenditure Plan. The Allocation Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming five years of the program.

The FY 2012/13 Coordinated Program aligned the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with the One Bay Area Grant call for projects (federal funding). The coordinated programming effort also included the Measure B Bicycle and Pedestrian Countywide Discretionary Funds and Measure B Express Bus Funds. The programming estimate included \$1.5 Million of VRF Bike and Pedestrian funds and \$5.0 Million of VRF Transit funds.

The Local Transportation Technology category will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program” operated by the Alameda CTC. This policy is consistent with the original intent of the VRF Program. The Alameda CTC Board has the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories.

FY 2013/2014 Programming

The Local Road Improvement and Repair Program funds will be passed through to the cities and county based on the program formula. The Local Transportation Technology Program funds are proposed to be programmed to ongoing Alameda CTC Corridor Operations projects.

Fiscal Impact

There is no fiscal impact at this time.

Attachment(s)

Attachment A: Final Alameda County Transportation Commission Vehicle Registration Fee
FY 2013/14 Allocation Plan



ALAMEDA COUNTY TRANSPORTATION COMMISSION

VEHICLE REGISTRATION FEE

FY 2013/14 ALLOCATION PLAN

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
FY 2013/14 VEHICLE REGISTRATION FEE ALLOCATION PLAN**

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List of Tables

Table 1	Draft 2013/14 Allocation Plan
Table 2	LSR Program - Projected Distribution through FY 2013/14

Purpose of the Allocation Plan

The Alameda County Transportation Commission prepares an annual Allocation Plan to guide the implementation of the 4 programs identified in the Vehicle Registration Fee Expenditure Plan. The Allocation Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming 5 years of the program.

The FY 2013/14 Allocation Plan will:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) for the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over next 5 fiscal years of the VRF to assess the financial capacity to deliver the various programs;

Introduction / Background of VRF Program

The opportunity for a countywide transportation agency to place a measure for a vehicle registration fee before the voters was authorized in 2009 by the passage of Senate Bill 83 (SB83), authored by Senator Loni Hancock. The Alameda County Transportation Commission (Alameda CTC), formerly the Alameda County Congestion Management Agency, placed transportation Measure F (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout Alameda County. The Alameda County Transportation Improvement Measure Expenditure Plan was determined to be compliant with the requirements of SB83 and the local transportation and transit improvements were included in the ballot measure as the Alameda County Transportation Improvement Measure Expenditure Plan (Expenditure Plan).

The Measure was approved with the support of 62.6% of Alameda County voters. The \$10 per year vehicle registration fee (VRF) will be imposed on each annual motor-vehicle registration or renewal of registration in Alameda County starting in May 2011, six-months following approval of the Measure on the November 2, 2010 election.

Alameda County has significant unfunded transportation needs, and this Fee will provide funding to meet some of those needs. The Measure allows for the collection of the Fee for an unlimited period to implement the Expenditure Plan.

The goal of this program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF is part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit in Alameda County.

The VRF will fund projects that:

- Repair and maintain local streets and roads in the county.
- Make public transportation easier to use and more efficient.
- Make it easier to get to work or school, whether driving, using public transportation, bicycling or walking.
- Reduce pollution from cars and trucks.

The money raised by the VRF will be used exclusively for transportation in Alameda County, including projects and programs identified in the Expenditure Plan that have a relationship or benefit to the owner's of motor vehicles paying the VRF. The VRF Program will establish a reliable source of funding to help fund critical and essential local transportation programs and provide matching funds for funding made available from other fund sources.

Vehicles subject to the VRF include all motorized vehicles – passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles and motorized camper homes. The VRF will be imposed on all motorized vehicle types, unless vehicles are expressly exempted from the payment of the registration fee.

Program Categories

The Expenditure Plan identifies four types of programs that will receive funds generated by the VRF. The descriptions of each program and the corresponding percentage of the net annual revenue that will be allocated to each program include:

Local Road Improvement and Repair Program (60%)

This program will provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It will also incorporate the “complete streets” practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible projects include:

- Street repaving and rehabilitation, including curbs, gutters and drains
- Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Bus stop improvements, including bus pads, turnouts and striping
- Improvements to roadways at rail crossings, including grade separations and safety protection devices
- Improvements to roadways with truck or transit routing

Transit for Congestion Relief Program (25%)

This program will seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution. Eligible projects include:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways

- Employer or school-sponsored transit passes, such as an “EcoPass Program”
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles
- Passenger rail station access and capacity improvements

Local Transportation Technology Program (10%)

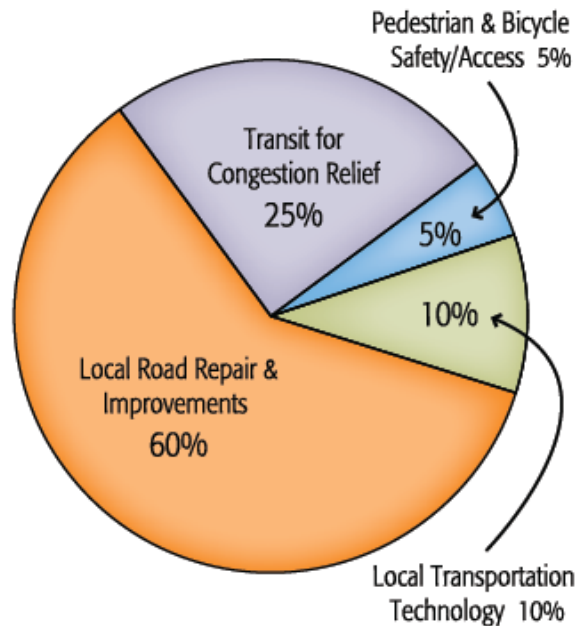
This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology, such as the “Smart Corridors Program”, traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems, and advanced traveler information systems
- Infrastructure for alternative vehicle fuels, such as electric and hybrid vehicle plug-in stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling
- Development and implementation of flush plans
- Development of emergency evacuation plans

Pedestrian and Bicyclist Access and Safety Program (5%)

This program will seek to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. Eligible projects include:

- Improved access and safety to schools, such as “Safe Routes to Schools Programs”, “Greenways to Schools Programs”, and other improvements (including crosswalk, sidewalk, lighting and signal improvements) for students, parents and teachers
- Improved access and safety to activity centers (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved access and safety to transit hubs (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved bicyclist and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors



Administration Costs of the VRF

The Alameda CTC will collect and administer the VRF in accordance with the Expenditure Plan. The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Plan. Not more than five percent of the VRF shall be used for administrative costs associated with the programs and projects, including amendments of the Expenditure Plan.

Distribution of VRF Funds

An equitable share of the VRF funds will be distributed among the four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

- Planning Area 1 / North Area
 - Cities of Oakland, Berkeley, Albany, Piedmont, Emeryville and Alameda, as well as other unincorporated lands in that area
- Planning Area 2 / Central Area
 - Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
- Planning Area 3 / South Area
 - Cities of Fremont, Newark and Union City
- Planning Area 4 / East Area
 - Cities of Livermore, Dublin and Pleasanton, and all unincorporated lands in that area

The Alameda CTC is authorized to redefine the planning areas limits from time to time.

An equitable share of the VRF funds will be distributed among the four geographical sub-areas, measured over successive five year cycles. Geographic equity is measured by a formula, weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. Population information will be updated annually based on information published by the California Department of Finance. The DMV provides the number of registered vehicles in Alameda County. As part of the creation of the expenditure plan, the amount of registered vehicles in each planning area was determined. This calculation of the registered vehicles per planning area will be used to determine the equitable share for a planning area. The amount of registered vehicles in each planning area may be recalculated in the future, with the revised information becoming the basis for the Planning Area share formula.

The VRF funds will also be tracked by the programmatic expenditure formula of:

- Local Road Improvement and Repair Program (60%),
- Transit for Congestion Relief Program (25%),
- Local Transportation Technology Program (10%), and
- Pedestrian and Bicyclist Access and Safety Program (5%).

Though it is not required to attain Planning Area geographic equity measured by each specific program, it will be monitored and considered a goal.

Allocation Plan Implementation

The Alameda CTC will evaluate and update a multi-year Allocation Plan on an annual basis that will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The Allocation Plan will project the programming of VRF revenues to meet the geographic equity goals of the program. The Allocation Plan will also project the programming of VRF revenues to meet the programmatic category funding goals identified for the program. Adjustments based on projected compared to actual VRF received will be made in future Allocation Plans.

The Alameda CTC will also adopt an Implementation Plan for the upcoming fiscal year. The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year. Projects will be monitored by Programmatic Category and Planning Area.

Allocation Plan

The Alameda CTC Board each year shall adopt a multi-year Allocation Plan. The Allocation Plan will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The percentage allocation of Fee revenues to each category will consider the target funding levels, as identified in the Expenditure Plan.

Implementation Plan

The 5 year Allocation plan will include a shorter term implementation plan that will detail the approval of specific projects or discretionary programming cycles to be programmed. Projects will be approved within the eligible categories based on projected funding that will be received. Based on the actual revenue received each year, funding adjustments will be made to ensure geographic equity by planning area will be met over the 5 year window as well as to ensure funding targets for each programmatic category as

identified in the Expenditure Plan are met. Variances from projected to actual will be identified and be considered in future updates of the Allocation Plan.

Administration

Certain ongoing administrative costs are allowed for in the program. In FY 2013/14 approximately \$605,000 shall be allocated for administrative costs associated with the programs and projects.

Local Road Improvement and Repair Program (60%)

The Local Road Improvement and Repair category will be administered as a pass through program, with the 14 cities and the County receiving a portion of the Local Road Improvement and Repair Program based on a formula weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. The fund distribution will be based on population within each Planning Area. Agencies will maintain all interest accrued from the VRF Local Road Program pass through funds within the program. These funds are intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

Transit for Congestion Relief Program (25%)

The Transit for Congestion Relief category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be considered in the scheduling of the call for projects.

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priorities for this Program. Projects that address regionally significant transit issues and improve reliability and frequency are proposed to be given consideration.

Local Transportation Technology Program (10%)

The genesis of the VRF program was to create a reliable source of funding to support ongoing operational requirements for capital investments that benefit corridors with technology projects such as the “Smart Corridors Program”. The Local Transportation Technology category priority will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program” operated by the Alameda CTC. This policy is consistent with the original intent of the VRF Program. The Alameda CTC Board will have the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories.

Based on current patterns of the operation and maintenance levels of existing corridor programs, there may be an imbalance between the geographic equity formula and the use of the funds within the Local Transportation Technology category. The expenses incurred by Planning Area will be monitored. The programming assigned to the Local Transportation Technology Program by Planning Area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

Pedestrian and Bicyclist Access and Safety Program (5%)

The Pedestrian and Bicyclist Access and Safety category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be a primary consideration in the scheduling of the call for projects. Projects identified in the Countywide bike and pedestrian plans are proposed to be priorities for this Program.

Schedule

Each year the Allocation /Implementation Plan will be presented to the Commission in April – June for approval.

FY 2013/2014 Programming

The Local Road Improvement and Repair Program funds will be passed through to the cities and county based on the program formula. The Local Transportation Technology Program funds are proposed to be programmed to ongoing Alameda CTC Corridor Operations projects.

FY 2013/14 Implementation Plan Overview

Collection of fees on vehicle registrations started in May 2011. With the execution of Master Program Fund Agreements (MPFA) with agencies, the first VRF funds were distributed in June 2012 as LSR pass through funds. It is projected that approximately \$14.4 Million will be distributed through the LSR pass through program through FY 2012/13.

For FY 2013/14, it is proposed to continue the LSR pass through program, with about \$6.9 Million projected to be distributed. Additional distribution projection information on the LSR program is included in Table 2.

The Bike/Pedestrian and Transit Program are discretionary programs and were included in a coordinated programming effort along with the One Bay Area Grant (OBAG) Program. \$1.5 Million of Bike/Pedestrian program revenues and \$5 Million of Transit Program revenues will be programmed as a part of the FY 2012/13 Coordinated Programming effort.

Funding for the Technology program is prioritized, consistent with the Commissions intent, to ongoing corridor operations. Approximately \$1.03 Million is proposed to be programmed in FY 2013/14.

Although the program targets (percentages) for the Bike/ Ped, Transit and Technology programs are not aligned with the targets specified in the Expenditure Plan for each individual year, the year by year funding targets detailed in the Allocation Plan will ensure each programmatic category target is achieved over a 5 year period . Funding adjustment may also be required in the future based on the actual revenue received each year.

Programming of VRF funds in future will be coordinated within the Alameda CTC's Strategic Planning and Investment Policy framework that establishes a comprehensive approach for allocating federal, state, regional and local funds in a manner that provides both short- and long-term solutions for transportation investments consistent with Alameda CTC's vision for transportation as defined in the Countywide Transportation Plan.



Memorandum

DATE: May 02, 2013

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming
John Hemiup, Senior Transportation Engineer

SUBJECT: **Approval of Measure B Special Transportation for Seniors and People with Disabilities Gap Grant Cycle 5 Program**

Recommendation

It is recommended the Commission approve the following actions relating to the Measure B Special Transportation Program for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Program:

1. Approval to allocate \$2,150,644 of Measure B Paratransit Grant funds to the 1st through 12th ranked Paratransit Gap Grant Cycle 5 applicants;
2. Approval to allocate \$50,000 of Implementation Guidelines Assistance Measure B Paratransit Grant funds to the City of San Leandro to fund the city's Door-to-Door Medical Transportation service.

Summary

The 2000 Measure B Transportation Expenditure Plan (TEP) provides funds for services mandated by the Americans with Disabilities Act (ADA), non-mandated services to improve transportation for individuals with special transportation needs, and discretionary grant funds to reduce differences that might occur based on the geographic residence of individuals needing services.

The 2000 Measure B TEP allocates 10.45% of net revenues for special transportation for seniors and people with disabilities (Paratransit). 1.43% of net Measure B revenues are designated as discretionary funds to fill gaps in paratransit services i.e. competitive grants.

The Alameda CTC Commission approved the Paratransit Gap Grant Cycle 5 Program Guidelines at its January 24, 2013 meeting. Per the Gap Grant Cycle 5 Program Guidelines, approximately \$2 million of Measure B paratransit discretionary funds were allocated to fund successful grant applications selected from a competitive call-for-projects. The proposed grant period is from July 1, 2013 to June 30, 2015. On February 1, 2013 a call-for-projects was issued, with an application due date of March 4, 2013. A total of 17 applications were received from local agencies and

community based non-profit organizations.

The Paratransit Advisory and Planning Committee (PAPCO) established a Gap Grant Review Subcommittee that convened on three separate occasions to review the 17 submitted applications and evaluated them based on seven criteria, as outlined in the guidelines, to rank the applications 1 through 17. The Gap Grant Review subcommittee also queried applicants if they would accept reduced amounts of funding in order to fund additional programs. Through the cooperation and concurrence from several applicants in accepting reduced funding, the Gap Grant Review Subcommittee was able to recommend the 12th highest applications for funding. By providing funding to additional grant applications, a greater distribution of paratransit discretionary funds was allocated across the four planning areas of Alameda County.

At its April 22, 2013 meeting, PAPCO accepted the Gap Grant Review Subcommittee's findings and hence recommends to the Alameda CTC Commission to approve \$2,150,644 million of Measure B paratransit gap grant funds to be allocated to the twelve (12) highest ranked Gap Grant Cycle 5 applicants for the two year duration of the program for Fiscal Years (FY) 2013-2014 and 2014-2015.

At its April 22, 2013 meeting, PAPCO also accepted the City of San Leandro request for Implementation Guidelines Assistance funding. PAPCO recommends the Alameda CTC Commission approve \$50,000 of Measure B paratransit discretionary funds to be allocated, for FY 2013-2014, to assist the City of San Leandro paratransit program to fund the city's Door-to-Door Medical Transportation service.

Discussion

The 2000 Measure B TEP allocates 10.45% of net revenues for special transportation for seniors and people with disabilities. These revenues fund operations for ADA mandated services, city-based paratransit programs, and gap services or programs to reduce the difference in services based on the geographic residence of individuals needing special transportation services. From the 10.45% overall amount classified for special transportation services for seniors and people with disabilities, 1.43% of net Measure B revenues are designated as discretionary funds to fill gaps in paratransit services.

At its January 24, 2013 meeting, the Alameda CTC Commission approved the Paratransit Gap Grant Cycle 5 Program Guidelines. The Cycle 5 Gap Grant Program encouraged local agencies and non-profits to submit proposals/applications that support mobility management types of activities which improve consumers' ability to access services and/or improve coordination between programs. The Cycle 5 Gap Grant Program also encouraged multi-jurisdictional approaches and non-traditional transportation options, such as volunteer driver and taxi programs. Per the Gap Grant Cycle 5 Program Guidelines, approximately \$2 million of Measure B paratransit discretionary funds were allocated to fund successful grant applications selected from a competitive call-for-project. The proposed grant period is from July 1, 2013 to June 30, 2015.

The timeline for the Paratransit Gap Grant Cycle 5 Program is as follows:

- January 24, 2013 Alameda CTC Commission approved Paratransit Gap Grant Cycle 5 Program Guidelines
- February 1, 2013 Paratransit Gap Grant Cycle 5 Call for Projects was issued
- February 7, 2013 Mandatory Applicant Workshop was conducted
- March 4, 2013 Grant applications due and seventeen (17) applications were received by the Alameda CTC
- March-April 2013 Grant applications reviewed by Alameda CTC staff & the PAPCO Gap Grant Subcommittee
- April 22, 2013 PAPCO accepts Gap Grant Subcommittees' recommendations and recommends to the Alameda CTC Commission the top twelve (12) Cycle 5 Gap Grant applications for approval
- May 13, 2013 Projects and Programs Committee to consider approval of the Cycle 5 Gap Grants
- May 23, 2013 Commission to consider approval of the Cycle 5 Gap Grants
- June 1, 2013 Recipients submit resolutions
- July 1, 2013 Cycle 5 Gap Grant funding commences

Following the Alameda CTC Commission approval of the Paratransit Gap Grant Cycle 5 Program Guidelines, PAPCO established a seven member subcommittee that provided representation from the four planning areas of Alameda County. The Gap Grant Subcommittee met on three separate occasions and reviewed and evaluated the 17 applications based on the seven criteria established in the Cycle 5 Program Guidelines, as follows:

- Gap Closure (maximum 20 points)
- Cost Effectiveness/Efficiency (maximum 15 points)
- Applicants Experience/Qualifications (maximum 15 points)
- Demand (maximum 15 points)
- Implementation Readiness (maximum 15 points)
- Innovation (maximum 10 points)
- Leverage Outside Funds (maximum 10 points)

The Gap Grant Subcommittee was challenged with funding constraints. If the highest ranked applications were fully funded, only 5 of the seventeen 17 applications would have been funded. Furthermore, these applications may not have distributed the limited funds and services to all four planning areas as equitably as desired. The subcommittee required all applicants to confirm if the intended project benefits could be delivered with reduced funding. Applicants responded that they could provide the project benefits, with some reduction in quantity of services at reduced funding levels. The City of Fremont did request reallocation of grant funds between the three successful grants they submitted and committed \$50,000 of paratransit pass-through funds to support the Tri-City Taxi grant in order to deliver intended project benefits for all three grants. In addition, Alameda CTC staff revisited the fund estimate assumptions as well as leveraging opportunities. It was determined that two of the applicants were current Coordination and Mobility Management Planning (CMMP) Pilot Projects and that remaining CMMP funds could be allocated to fund two favorably ranked volunteer driver applications; the CMMP funds are

from a prior Measure B paratransit gap grant programming action. Also with the improved economy and the mid-year budget completed, staff reviewed the revenue projections and an increase in available funding for this grant cycle is recommended to fund the program.

PAPCO met on April 22, 2013 to review and discuss the Gap Grant Subcommittees' findings, and recommends the Alameda CTC Commission approval of the 1st- 12th ranked applications for funding. These are noted on Attachment (A), along with all 17 applications that were received, scored and ranked.

In funding the recommended 1st- 12th ranked applications, the distribution of Measure B paratransit discretionary funds will be allocated across the four planning areas as noted in the following table:

Planning Areas	Funding Recommended by Planning Area*	Percent	Funding Recommended by Planning Area (Countywide distributed**)	Percent	Planning Area Portion of Pass-Through Funding Formula
Countywide	\$622,000.00	28.9%			
North	\$553,000.00	25.7%	\$870,220.00	40.5%	51%
Central	\$104,100.00	4.8%	\$ 253,380.00	11.8%	24%
South	\$636,000.00	29.6%	\$ 735,520.00	34.2%	16%
East	\$235,544.00	11.0%	\$ 291,524.00	13.6%	9%
Totals	\$2,150,644.00	100.0%	\$2,150,644.00	100.0%	

* Includes appropriate portion of Alzheimer Services of the East Bay grant which covers three planning areas (North, Central, and South).

** Assumes countywide program split into Planning Area components based on pass-through formula percentages.

The Paratransit Gap Grant Cycle 5 Program Guidelines also allocated \$150,000 annually to the following three (3) annually renewed programs:

- \$50,000 Grant Matching funds to assist applicants in acquiring non-Alameda CTC grants
- \$50,000 Capital Purchasing funds to assist applicant in making a capital purchase
- \$50,000 Implementation Guidelines Assistance.

The Implementation Guidelines Assistance fund is available to applicants during the yearly Paratransit Program Plan review when local agencies can demonstrate that they may not be able to provide critical paratransit activities to meet the Paratransit Implementation Guidelines based on projected Measure B paratransit pass-through funds. The City of San Leandro demonstrated that they are forecasting an operational reserve of \$1,444 at the end of FY 2013-2014, and without Implementation Guidelines Assistance funds, will need to discontinue their Door-to-Door Medical Transportation service (FLEX Medical Trips Service). The FLEX Medical Trip service allows people, who are qualified, to call and make a reservation for a shuttle to pick them up and drop them off at a specific location within Alameda County for medical purposes only.

To qualify the individual must be a resident of the City of San Leandro, be registered with the City of San Leandro's paratransit program, and must be seventy-five (75) years old or older, or at least 18 years old and East Bay Paratransit certified.

PAPCO met on April 22, 2013 to reviewed and discuss the City of San Leandro's request for Implementation Guidelines Assistance funds and recommend the Alameda CTC approval of \$50,000 Measure B paratransit discretionary funds be allocated to the City of San Leandro for FY 2013-2014.

Fiscal Impact

Approval of funding for the 1st- 12th ranked Paratransit Gap Grant Cycle 5 applications will encumber \$1,948,644 of Measure B Paratransit Grant funds and \$202,000 of CMMP funds for a total encumbrance of \$2,150,644. These funds will support the 12 grants for FY 2013-2014 and FY 2014-2015. There are sufficient Measure B Paratransit Grant funds and CMMP funds to support this request.

Approval of funding for the City of San Leandro Door-to-Door Medical Transportation service will allocate \$50,000 of Implementation Guidelines Assistance Measure B Paratransit Grant funds. These funds will support the program for FY 2013-2014. There are sufficient Measure B Paratransit Grant funds to support this request.

Attachment(s)

Attachment A: Paratransit Gap Grant Cycle 5 Grant Applications

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Paratransit Gap Grant Cycle 5 Applications Recommended For Funding						
AVG RANK	Sponsor	Program/Project Title	MB Funds Requested	Total Program/Project Cost	Recommended MB Funding	Notes
1	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$300,000	\$837,318	\$200,000	Ranked in top third. Subcommittee recommended partial funding. Reduction is based on \$75,000 from pass-through funding, small number of consumers served, and overall funding limitations.
2	Center for Independent Living, Inc.	Mobility Matters Project	\$500,000	\$833,560	\$350,000	Ranked in top third. Subcommittee recommended partial funding. Reduction is based on \$140,000 designated to partners that already have Measure B funding from other sources, potential for other funding sources (e.g. New Freedom), and overall funding limitations.
3	Bay Area Outreach & Recreation Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities	\$272,000	\$340,200	\$272,000	Ranked in top third. Subcommittee recommended full funding.
4	City of Fremont/Human Services Department	Tri-City Mobility Management and Travel Training Program	\$233,982	\$269,982	\$200,000	Ranked in top third. Subcommittee recommended partial funding. Reduction is based on the fact that all Tri-City grants are recommended for funding and overall funding limitations.
5	Senior Support Program of The Tri Valley	Volunteer Assisted Senior Transportation Program	\$150,000	\$165,000	\$150,000	Ranked in top third. Subcommittee recommended full funding.
6	City of Pleasanton	Downtown Route Shuttle (DTR)	\$85,544	\$105,777	\$85,544	Ranked in top third. Subcommittee recommended full funding.
7	City of Fremont/Human Services Department	Tri-City Volunteer Driver Programs	\$285,626	\$285,626	\$250,000	Ranked in middle third. Subcommittee recommended partial funding. Reduction is based on the fact that all Tri-City grants are recommended for funding and overall funding limitations.
8	City of Fremont/Human Services Department	Tri-City Taxi Voucher Program	\$228,188	\$228,188	\$150,000	Ranked in middle third. Subcommittee recommended partial funding. Reduction is based on the fact that all Tri-City grants are recommended for funding and overall funding limitations. The City has committed to utilizing up to \$50,000 of paratransit pass-through funds should the project require additional funding in the last fiscal year of operations FY 14/15.
9	City of Emeryville	8-To-Go: A Demand Response, Door to Door Shuttle	\$106,000	\$186,200	\$106,000	Ranked in middle third. Subcommittee recommended full funding. Program/project demonstrates mobility management, sustainability, and cannot reasonably be implemented without full funding.
10	Senior Helpline Services	Rides for Seniors	\$220,000	\$231,580	\$150,000	Ranked in middle third. Subcommittee recommended partial funding. Reduction is based on removal of Central County component and overall funding limitations. Funding will be provided through remaining CMMP funds, which is appropriate as this was a CMMP Pilot.
11	Central County Taxi Program / City of Hayward	Central County Taxi Program	\$52,100	\$144,500	\$52,100	Ranked in middle third. Subcommittee recommended full funding. Funding will be provided through remaining CMMP funds, which is appropriate as this was a CMMP Pilot.
12	City of Oakland/Department of Human Services	Taxi-Up & Go Project	\$248,468	\$248,468	\$185,000	Ranked in middle third. Subcommittee recommended partial funding. Reduction is based on the overall funding limitations.
				\$3,876,399	\$2,150,644	

Paratransit Gap Grant Cycle 5 Applications Not Recommended			
AVG RANK	Sponsor	Program/Project Title	MB Funds Requested
13	Lions Center for the Blind	Tech-to-Trek Travel Training for the Blind and Visually Impaired	\$180,474
14	Livermore Amador Valley Transit Authority	Wheels Para-taxi	\$60,000
15	Bay Area Community Services (BACS)	BACS Senior Shopping Shuttle and Group Trip Program	\$225,362
16	Livermore Amador Valley Transit Authority	Paratransit Scholarship Program	\$25,000
17	Allen Temple Health & Social Services Ministries	ITI Take You There Rides	\$300,000

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Memorandum

DATE: May 02, 2013

TO: Programs and Projects Committee

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

SUBJECT: **Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County**

Recommendation

It is recommended that the Commission approve the Three-Year Project Initiation Document (PID) Strategic Plan for Alameda County (FY 2013/14, 2014/15 and 2015/16).

Summary

Caltrans has requested the Alameda CTC to update the Three-Year PID Strategic Plan for Alameda County (FY 2013/14, 2014/15 and 2015/16).

Discussion

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

Caltrans has requested the Alameda CTC to update the Three-Year PID Strategic Plan for Alameda County (FY 2013/14, 2014/15 and 2015/16) (Attachment A). Per Caltrans' Non-SHOPP Workload Guidance (Attachment B), any PSR/PID work that needs Caltrans oversight must be listed in this three year Strategic Plan.

Similar to prior years, local agencies that wish to complete a PSR/PID document would need to execute a cooperative agreement and reimburse Caltrans for their oversight services. The only exception is if the proposed project is entirely funded using state resources.

The FY 2013/14 list includes projects carried over from FY 2012/13. Projects with an identified fund source i.e. SR-238 LATIP funds, are proposed to be considered in FY 2014/15. Projects with less secured fund sources are proposed in FY 2015/16. Project sponsors would be provided an opportunity to re-prioritize projects when this list will be revisited in the upcoming fiscal years.

The PSR/PID strategic plan process in the future will be coordinated within the Alameda CTC's Strategic Planning and Investment Policy framework that establishes a comprehensive approach for allocating federal, state, regional and local funds.

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

Fiscal Impact

There is no fiscal impact at this time.

Attachment(s)

Attachment A: Draft Alameda County Three-Year PID Strategic Plan

Attachment B: Caltrans Non- SHOPP Workload Guidance

DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan (FY2013/14, 14/15, 15/16)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2013/14 WORK PLAN (includes Prior Years)																		
1	SHA	Y	04-2368	IQA	80	6.3	6.8	Improve traffic operations	I/C reconfiguration	Gilman St I/C in Berkeley	21144	3/4/2004	06/2013	7.0	2.0	PSR-PDS	City of Berkeley ACTC	City of Berkeley ACTC
2	Reim	N	TBD	IQA	880			Bike Ped	Lake Merritt Channel Bicycle Pedestrian Bridge	In Oakland, below I880 between the San Francisco Bay Trail and Laney College	240227		06/2014	10.5	2.0	PSR-PDS	City of Oakland	City of Oakland
PROPOSED FY 2014/15 WORK PLAN																		
3	Reim	N	TBD	IQA	84	18.0	24.0	Improve traffic operations	Widening for auxiliary lanes, HOV/HOT lane.	Widen SR-84 from Pigeon Pass to I-680	230244		06/2014	234.0	43.0	PSR-PDS	ACTC	ACTC
4	Reim	N	TBD	IQA	185	0.0	2.9	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C			06/2014	7.5	1.5	PSR-PDS	Alameda County redevelopment Agency Caltrans	Alameda County redevelopment Agency Caltrans
5	Reim	N	TBD	IQA	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits			06/2014	6.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
6	Reim	N	TBD	IQA	185	3.6	3.9	Improve traffic operations	Intersection Improvements: Adding lane, signal modification	E.14th St/Hesperian Blvd, and E.14th St/150th Ave			06/2014	2.4	0.7	PSR-PDS	City of San Leandro ACTC	City of San Leandro ACTC
7	Reim	N	TBD	IQA	580	Var	Var	Improve traffic operations	Castro Valley Local Area Traffic Circulation Imps	Strobridge/Castro Valley			06/2014	3.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
8	Reim	N	TBD	IQA	580	39.8	40.1	Noise Mitigation	Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	Between MacArthur Blvd. and Kingsland Place	230094		06/2014	10.0	2.0	NBSSR	City of Oakland	City of Oakland
9	Reim	N	TBD	IQA	238 580 880	Var	Var	Improve traffic operations	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various			06/2014	12.0	3.0	PSR-PDS	ACTC	ACTC
10	Reim	N	TBD	IQA	880 238 84 92	Var	Var	Improve traffic operations	Improve mobility	Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92.			06/2014	12.0	3.0	PSR-PDS	ACTC	ACTC

Attachment A

*Note: Projects **NOT** Listed in order of Priority*

DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan (FY2013/14, 14/15, 15/16)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2015/16 WORK PLAN																		
11	Reim	N	TBD	IQA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	230108		06/2015	3.0	1.0	PSR-PDS	City of Emeryville	City of Emeryville
12	Reim	N	TBD	IQA	92	R4.9	R5.3	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward			06/2015	4.5	1.5	PSR-PDS	City of Hayward	City of Hayward
13	Reim	N	TBD	IQA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21093		06/2015	45.0	7.0	PSR-PDS	City of Hayward	City of Hayward
14	Reim	N	TBD	IQA	238	10.5	11.1	Improve traffic operations	Operational Improvements & Safety	SR-238(Mission Blvd Improvements in the vicinity of the East West Connector Project)	94506		06/2014	12.0	3.0	PSR-PDS	ACTC	ACTC
15	Reim	N	TBD	IQA	238	16.3	16.7	Improve traffic operations	Widen connector to NB 880	San Leandro			06/2016	100.0	22.0	PSR-PDS	ACTC	ACTC
16	Reim	N	TBD	IQA	580	30.9	36.34	Noise Mitigation	Construct Noise Barrier along I-580 between 98th Ave. and Foothill Blvd.	Between 98th Ave. and Foothill Blvd.	230094		06/2015	10.0	2.0	NBSSR	City of Oakland	City of Oakland
17	Reim	N	TBD	IQA	580	9.2	10.2	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100		06/2016	27.5	5.0	PSR-PDS	City of Livermore	City of Livermore
18	Reim	N	TBD	IQA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strobbridge/Castro Valley I/C	Strobbridge/Castro Valley			06/2016	7.0	2.0	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
19	Reim	N	TBD	IQA	580	TBD	TBD	Improve traffic operations	BART to Livermore	Livermore			06/2016	1000	TBD	PSR-PDS	BART	BART
20	Reim	N	TBD	IQA	580	20.0	21.0	Improve traffic operations	I580 /680 Interchange Improvements	Tri Valley			06/2016	150.0	20.0	PSR-PDS	ACTC	ACTC

DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan (FY2013/14, 14/15, 15/16)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2015/16 WORK PLAN (continued)																		
21	Reim	N	TBD	IQA	680	R11.0	R21.8	Improve traffic operations	NB and SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between SR-84 Contra Costa County Line	230683		06/2016	310.0	50.0	PSR-PDS	ACTC	ACTC
22	Reim	N	TBD	IQA	880	14.1	14.8	Improve traffic operations	Industrial Parkway West I/C	Hayward	230053		06/2015	36.0	5.0	PSR-PDS	City of Hayward ACTC	City of Hayward ACTC
23	Reim	N	TBD	IQA	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	230052		06/2015	27.5	5.0	PSR-PDS	ACTC	ACTC
24	Reim	N	TBD	IQA	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	230054		06/2015	15.0	4.5	PSR-PDS	ACTC	ACTC
25	Reim	N	TBD	IQA	880	16.7	18.2	Improve traffic operations	Winton I/C reconstruction	Winton Ave. Hayward	230052		06/2016	34.0	5.0	PSR-PDS	City of Hayward	City of Hayward
26	Reim	N	TBD	IQA	880	13.0	14.2	Improve traffic operations	I-880 / Whipple Road Interchange	Union City			06/2016	34.0	5.0	PSR-PDS	Union City	Union City
27	Reim	N	TBD	IQA	880	R32.0	25.5	Improve traffic operations	Extend NB HOV /HOT lanes	From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro & Ala County	230088		06/2016	170.0	45.0	PSR-PDS	ACTC	ACTC
28	Reim	N	TBD	IQA	880	20.2	20.8	Improve traffic operations	Washington to Lewelling I/C reconstruction	San Leandro			06/2016	34.0	5.0	PSR-PDS	ACTC	ACTC
29	Reim	N	TBD	IQA	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	230047		06/2016	22.0	5.0	PSR-PDS	ACTC	ACTC
30	Reim	N	TBD	IQA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont, Newark, Union City			06/2016	20.0	5.0	PSR-PDS	ACTC Caltrans	ACTC Caltrans

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Non-SHOPP Workload Guidance

District Non-SHOPP work program for projects planned in Fiscal Years 2013-14, 2014-15, and 2015 -16

Non-SHOPP related PID work must be part of the workload and may be resourced using one of two methods.

1. Use State Highway Account (SHA) funds.
2. Use reimbursement authority after a cooperative agreement has been executed. The cooperative agreement will need to be fully executed before PID work is ready to be charged. Districts may use the cooperative agreement templates that are provided on the Design's website at <http://onramp.dot.ca.gov/hq/design/coop/pid-template.php>.

For SHA Non-SHOPP PID work, the project must be funded entirely using state resources, such as ARRA (Caltrans), bonds, CMAQ (federal pass-through funding), RSTP, STIP, TCRP, or other state programs. Use of any funds not administered by the State for project work after the completion of the PID will require that the Department's PID work be reimbursed by the local agency.

FINANCIALLY CONSTRAINED PROJECTS

Only RTP financially-constrained projects may be included in the Non-SHOPP as SHA workload. This means that the regional agency must provide documented inclusion of the project in the financially constrained tier of an RTP. The project and its funding information must be identified in the Districts' workload template. Projects not contained in the financially constrained tier of an RTP may only be added as reimbursement. Districts will need to ensure their existing and proposed reimbursement projects are identified in the Non-SHOPP spreadsheet.

DISTRICT Non-SHOPP PID INVENTORY VALUE

Districts will also need to consider any completed Non-SHOPP PIDs that are listed in their Inventory when assessing their total available state funding. Any completed PIDs listed in the PID Inventory will count toward their available state funds. Similar to the SHOPP Inventory, the district will need to assess the need to keep, refresh, or discontinue the PID from the Inventory list.

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Memorandum

DATE: May 02, 2013

TO: Programs and Projects Committee

FROM: Matt Todd, Principal Transportation Engineer
Jacki Taylor, Program Analyst

**SUBJECT: Transportation Fund for Clean Air (TFCA) Program Overview
and Summary of FY 2013/14 Applications Received**

Recommendation

This item is for information only.

Summary

This overview of the TFCA program is to provide background information on the purpose, structure and requirements of TFCA County Program Manager TFCA funding and includes a summary of the applications received for the FY 2013/14 program.

Discussion

The Clean Air Act requires the Bay Area Air Quality Management District (Air District) to periodically adopt and implement a Clean Air Plan. The Plan which identifies measures for the purpose of reducing motor vehicle emissions, namely, Transportation Control Measures (TCMs), which are strategies to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion, and Mobile Source Measures (MSMs). The MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies. The TFCA program was created as a way to fund the implementation of the TCMs and MSMs identified in the Clean Air Plan.

Funding for this program is provided by a four dollar vehicle registration fee collected by the DMV within the nine-county Bay Area and distributed by the Air District as authorized by the California State Legislature and set forth in California Health and Safety Code Sections 44241 and 44242. As required, 40 percent of the revenue is returned to the county in which it was collected for distribution within the county by the "overall program manager." The overall program manager must be designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population. As the designated overall program manager for Alameda County, the Alameda CTC is responsible for programming the TFCA County Program Manager funding, which averages \$1.8 million annually. The Air District distributes the remaining 60 percent through the regional TFCA program, on a competitive basis.

Program Requirements

The overall TFCA program structure is set forth in the California Health and Safety Code (HSC) along with many of the program requirements. The stipulations of the HSC include:

- Air District's role and authority for the TFCA program is defined.
- Eligible project types are identified, including bicycle facilities, trip reduction programs, arterial management projects and clean air vehicles.
 - A complete list of eligible project types is included in Attachment A;
- Program administration costs are limited to five percent of revenues;
- Air District required to adopt cost-effectiveness criteria to maximize emissions reductions and health benefits;
- Air District required to annually adopt criteria for expenditure of funds;
- The expenditure of revenues received is to be reviewed annually;
- Funds are to be allocated within six months of Air District's approved expenditure plan;
- Funds are to be expended within two years;
 - Time extensions allowed if significant progress has been made; and
- Independent audits required every two years.

The Air District adds to the HSC requirements through adopted TFCA County Program Manager Policies (Attachment A) and TFCA County Program Manager Expenditure Plan Guidance. These additional requirements include:

- TFCA "cost-effectiveness" criteria for the four main project categories (trip reduction, clean air vehicles, bicycle projects, and arterial management).
 - TFCA cost-effectiveness is primarily expressed as: eliminated single occupancy vehicle (SOV) trips per day x days per year trips eliminated x eliminated trip length.
 - A threshold of not more than \$90,000 of TFCA funds per ton of emissions reduced by project (unless a different value is specified in the TFCA Policies for a specific project type).
 - Calculated emissions reductions are limited to the following:
 - Reactive organic gasses (ROG);
 - Oxides of nitrogen (NO); and
 - Weighted particulate matter, 10 microns in diameter or smaller (PM10).
 - Two cost-effectiveness evaluations are required for each project: one prior to TFCA programming and one upon project completion.
 - Default assumptions have been established for certain project types (e.g., the default length for a one-way bike trip is 3 miles).
 - Project types without defaults require custom assumptions to be developed and actual data collection is required for certain project types prior to the initiation of the project to establish a baseline.
 - Completed projects are required to provide actual data for emissions reduction assumptions (e.g., traffic, bike and ridership counts, surveys, etc.).

- Projects consistent with TFCA legislation, but not specifically referenced in Air District policies, are to be considered by the Air District Board on a case-by case basis (e.g., bike sharing programs);
- Sets annual and final project reporting requirements and schedule.

The Alameda CTC Guidelines are updated annually, consistent with legislation, and include additional provisions specific to the administration of Alameda County's TFCA program (Attachment B), including the adopted funding distribution formula and "Timely Use of Funds" provisions.

- Per the funding distribution formula:
 - 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction
 - The remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis

A jurisdiction is allowed to roll over its annual share as well as borrow against future shares when feasible. This flexibility helps to ensure all received revenue is programmed annually. (The 70/30 percent split is realized over the life of the program)
 - The FY 2013/14 TFCA fund estimate is provided for reference as Attachment C
- The Timely Use of Funds provisions set deadlines for certain program and project administration tasks such as agreement execution, invoicing, and project reports

Program Accomplishments - Past and Future

Although the TFCA program's emissions reductions, reporting and auditing requirements result in an administratively intensive program, the projects receiving TFCA funds have been able to successfully fulfill these requirements. Over the life of the TFCA program, approximately \$38 million has been programmed to projects in Alameda County, resulting in roughly 427 tons of reduced emissions (ROG, NO, and PM10). Looking forward, the Air District and County Program Managers are working together to improve the TFCA program and meet periodically throughout the year. In response to the direction of the Commission Chair, staff is currently compiling suggestions for how TFCA project evaluation and reporting activities may be streamlined at the county and regional level. This information will be scheduled for discussion at a future Commission meeting.

The FY 2013/14 TFCA program is currently under development. A summary of applications received is provided as Attachment D. A draft program is scheduled for review during June 2013 and a final program approval is scheduled for July 2013.

Fiscal Impact

This item is for informational only. There is no fiscal impact at this time.

Attachment(s)

- Attachment A: Board Adopted TFCA County Program Manager Fund Policies for FYE 2014
 Attachment B: Alameda CTC FY 2013/14 TFCA County Program Manager Guidelines

Attachment C: TFCA FY 2013/14 Fund Estimate

Attachment D: Summary of Applications Received for FY 2013/14 Program

Appendix D: Board-Adopted TFCA County Program Manager Fund Policies for FYE 2014

Adopted November 7, 2012

The following Policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2014.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total of emissions reduced, unless a different value is specified in the policy for that project type. (See "Eligible Project Categories" below.) Cost-effectiveness is based on the ratio of TFCA funds divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM10) reduced (\$/ton). All TFCA-generated funds (e.g., TFCA Regional Funds, reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route, etc.), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

3. **Eligible Projects, and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards,

which are adopted pursuant to HSC sections 40233, 40717 and 40919, and, when applicable, with other adopted State, regional, and local plans and programs.

5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District.
 - A. Public agencies are eligible to apply for all project categories.
 - B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence in calendar year 2014 or sooner. “Commence” includes any preparatory actions in connection with the project’s operation or implementation. For purposes of this policy, “commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for five (5) years from the date of the Air District’s final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) after the Funding Agreement with the Air District has been executed.
10. **Insurance:** Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Grant applications for projects that provide additional TFCA funding for existing TFCA-funded projects (e.g., Bicycle Facility Program projects) that do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with other TFCA-generated funds that broaden the scope of the existing project to achieve greater emission reductions is not considered project duplication.
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that results in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.

USE OF TFCA FUNDS

14. **Cost of Developing Proposals:** Grantees may not use TFCA funds to cover the costs of developing grant applications for TFCA funds.
15. **Combined Funds:** TFCA fund may be combined with other grants (e.g., with TFCA Regional Funds or State funds) to fund a project that is eligible and meets the criteria for all funding sources.
16. **Administrative Costs:** The County Program Manager may not expend more than five percent (5%) of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. **Incremental Cost (for the purchase or lease of new vehicles):** For new vehicles, TFCA funds awarded may not exceed the incremental cost of a vehicle after all rebates, credits,

and other incentives are applied. Such financial incentives include manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle, and its new conventional vehicle counterpart that meets the most current emissions standards at the time that the project is evaluated.

20. **Reserved.**

21. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

22. Alternative Fuel Light-Duty Vehicles:

Eligibility: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Eligible alternative light-duty vehicle types and equipment eligible for funding are:

- A. Purchase or lease of new hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. Purchase or lease of new electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.
- C. CARB emissions-compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the incremental cost of the project.

23. Alternative Fuel Medium Heavy-Duty and Heavy Heavy-Duty Service Replacement Vehicles (low-mileage utility trucks in idling service):

Eligibility: For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a GVWR of 14,001 lbs. or heavier. Eligible alternative fuel service vehicles are only those vehicles in which engine idling is required to perform the vehicles' primary service function (for example, trucks with engines to operate cranes or aerial buckets). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year. Eligible MHDV and HHDV vehicle types for purchase or lease are:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.

Scrapping Requirements: Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

24. Alternative Fuel Heavy-Duty Replacement Vehicles (high mileage):

Eligibility: For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs., medium-heavy-duty vehicles (MHDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-heavy-duty vehicles (HHDV) are those with a GVWR equal to or greater than 33,001 lbs. Eligible LHDV, MHDV and HHDV vehicle types for purchase or lease are:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Scrapping requirements are the same as those in Policy #23.

25. Alternative Fuel Bus Replacement:

Eligibility: For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than 15 persons, including the driver. A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus. Buses are subject to the same eligibility requirements listed in Policy #24 and the same scrapping requirements listed in Policy #23.

26. Alternative Fuel Infrastructure:

Eligibility: Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA-generated funds as long as the equipment was maintained and has exceeded the duration of its years of effectiveness after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

- 27. Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

28. Shuttle/Feeder Bus Service:

These projects link a mass transit hub (i.e., rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, airport) to or from a final destination. These projects are intended to reduce single-occupancy, commonly-made vehicle trips (e.g., commuting or shopping center trips) by enabling riders to travel the remaining, relatively short, distance between a mass transit hub and the nearby

final destination. The final destination must be a distinct commercial, employment or residential area. The project's route must operate to or from a mass transit hub and must coordinate with the transit schedules of the connecting mass transit's services. Project routes cannot replace or duplicate an existing local transit service. These services are intended to support and complement the use of existing major mass transit services.

Shuttle/feeder bus service applicants must be either:

- 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or
- 2) a city, county, or any other public agency.

The project applicant must submit documentation from the General Manager of the transit district or transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency service.

The following is a listing of eligible vehicle types that may be used for service:

- A. a zero-emission vehicle (e.g., electric, hydrogen)
- B. an alternative fuel vehicle (CNG, liquefied natural gas, propane);
- C. a hybrid-electric vehicle;
- D. a post-1998 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit); or
- E. a post-1990 gasoline-fueled vehicle.

Pilot shuttle/feeder bus service projects are required to meet a cost-effectiveness of \$125,000/ton during the first two years of operation (see Policy #2). A pilot project is a defined route that is at least 70% unique and has not previously been funded through TFCA. Applicants must provide data supporting the demand for the service, letters of support from potential users and providers, and plans for financing the service in the future.

29. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;
- B. New Class-2 bicycle lanes;
- C. New Class-3 bicycle routes;
- D. New bicycle boulevards;
- E. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- F. Bicycle lockers;
- G. Capital costs for attended bicycle storage facilities;
- H. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets; and
- I. Development of a region-wide web-based bicycle trip planning system.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual.

30. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more (counting volume in both directions). Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

31. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- C. The project must have a completed and approved environmental plan.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

Appendix E: Glossary of Terms

The following is a glossary of terms found in the TFCA County Program Policies:

Final audit determination - The determination by the Air District of a County Program Manager or grantee's TFCA program or project, following completion of all procedural steps set forth in HSC section 44242(a) – (c).

Funding Agreement - The agreement executed by and between the Air District and the County Program Manager for the allocation of County Program Manager Funds for the respective fiscal year.

Grant Agreement - The agreement executed by and between the County Program Manager and a grantee.

Grantee - Recipient of an award of TFCA Funds from the County Program Manager to carry out a TFCA project and who executes a grant agreement with the County Program Manager to implement that project. A grantee is also known as a project sponsor.

TFCA funds - Grantee's allocation of funds, or grant, pursuant to an executed grant agreement awarded pursuant to the County Program Manager Fund Funding Agreement.

TFCA-generated funds - The Transportation Fund for Clean Air (TFCA) program funds generated by the \$4 surcharge on motor vehicle registration fees that are allocated through the Regional Fund and the County Program Manager Fund.

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

I. BACKGROUND

Pursuant to the 1988 California Clean Air Act, the Bay Area Air Quality Management District (Air District) is required to adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with State and Federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the 2010 CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the State Legislature, through AB 434 (Sher, Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized the Air District to collect a fee of up to \$4 per vehicle per year for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40% of the revenue to an overall program manager in each county. The overall program manager must be designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) in the Bay Area that are designated as AB 434 program managers “shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute).” The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

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

II. ELIGIBLE PROJECTS

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a funding agreement between the program manager (Alameda CTC) and the project sponsor.

Projects and programs eligible for funding from revenues generated by this fee include (consistent with the project types authorized under the California Health and Safety Code (HSC) Section 44241):

1. Implementation of rideshare programs;
2. Purchase or lease of clean fuel buses for school districts and transit operators;
3. Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and “smart streets”;
5. Implementation of rail-bus integration and regional transit information systems;
6. Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges and public transit;
7. Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to light duty vehicles with a gross vehicle weight (GVW) of 10,000 pounds or lighter, engine repowers (subject to Air District approval on a case-by-case basis), engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
8. Implementation of smoking vehicles program;
9. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
10. Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

Projects that are authorized by the HSC section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District’s current TFCA Policies are subject to Air District approval on a case-by-case basis.

TFCA funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project; or
- The purchase of personal computing equipment for an individual's home use.

III. COST EFFECTIVENESS

The Air District requires the evaluation of all proposed and completed projects for TFCA cost-effectiveness. The Alameda CTC will measure the effectiveness level of TFCA-funded projects using the TFCA cost of the project divided by an estimate of the total tons of emissions reduced (reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter ten microns in diameter and smaller (PM₁₀)) due to the project. These are used to calculate a cost effectiveness number of \$/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total ROG, NO_x and weighted PM₁₀ emissions reduced (\$/ton). Project sponsors are required to provide the data necessary to evaluate projects for TFCA cost-effectiveness. This may include but is not limited to transit ridership, verifiable survey data, bicycle counts, and results from comparable projects.

IV. GENERAL PROGRAM STRUCTURE

As the overall program manager in Alameda County, the Alameda CTC is allocated 40% of the funds collected in Alameda County. The Air District will advance these funds to the Alameda CTC in biannual installments each fiscal year. The Alameda CTC must program the TFCA revenue received each year within the Air District's allowable time period. Any unallocated funds may be reallocated by the Air District.

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

- A maximum of 5% of the annual revenue to the Alameda CTC for program implementation and administration.
- 70% of the remaining funds to be allocated to the cities/county based on population as follows:
 - A minimum of \$10,000 to each jurisdiction.
 - City population will be updated annually based on State Department of Finance (DOF) estimates.
 - The 70% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources.
 - A city or the county, with approval from the Alameda CTC, may choose to roll its annual 70% allocation into a future program year.
 - A jurisdiction may borrow against its projected future year share in order to use rolled over funds from other jurisdictions available in the current year.
 - Relinquished funds from a city's or the county's completed projects are made available to the same jurisdiction through its 70% allocation for reprogramming to future projects.
 - The Commission may also program against future TFCA revenue for projects that are larger than the annual funds available.
- 30% of the funds allocated to transit related projects on a discretionary basis, as follows:
 - 30% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources.
 - Projects competing for the 30% discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project. Projects will be prioritized based on the TFCA cost-effectiveness evaluation. When this calculation is not sufficient to prioritize candidate projects, the Alameda CTC Commission may also consider the emissions reductions per total project dollar invested for the project and the matching funds provided by the project sponsor.
 - Relinquished funds from completed discretionary projects are returned to the 30% revenue for reprogramming in future funding cycles.
 - The Commission may also program against future TFCA revenue for projects that are larger than the annual funds available.

The minimum TFCA funding request is \$50,000, unless the project sponsor can show special and unusual circumstances to set this limit aside.

V. PROGRAM SCHEDULE

Below is the 2013 schedule for the FY 2013/14 program:

February	Annual review of Alameda County TFCA Program Guidelines. A call for projects will be issued by the Alameda CTC. Alameda CTC adopts resolution endorsing the programming of TFCA funds consistent with the Expenditure Plan Application.
March	Expenditure Plan Application due to Air District. Project applications due to Alameda CTC.
April	Semi-annual project status reports due to Alameda CTC.
May - June	Review of draft program by Commission. Alameda CTC submits Semi-annual Report to Air District by May 31 st .
June - July	Final program approval by =Commission.
September	For on-going projects, annual status reports from project sponsors due to the Alameda CTC.
October	Alameda CTC submits Annual Report to Air District by October 31 st .

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

VI. APPLICATION PROCESS

Project sponsors shall complete the Alameda CTC TFCA funding application. The application is updated annually and may be included in a coordinated call for projects process that consolidates like fund sources. The type of information required for the application includes the following:

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

- 6. Transportation Control Measures (TCM) and Mobile Source Measures (MSM):** Applicants shall list the TCMs and/or MSMs from the Air District's most recently approved strategies for state and national ozone standards that are applicable to the project.

VII. MONITORING REQUIREMENTS

The Air District requires a pre- and post-project evaluation of emissions reductions. The first is an estimate of the projected emissions reduction. Sponsors must provide data for this calculation in the project application.

Sponsors must also conduct post-project monitoring and/or surveys (known as the monitoring requirements) as specified in the fund transfer agreement for the project. This information is required for the post-project evaluation of emissions reductions.

Project sponsors requesting TFCA reimbursement for monitoring costs shall provide the estimated cost in the TFCA application. The cost of collecting data to fulfill the TFCA monitoring requirements is considered an administrative project cost. Administrative project costs reimbursed by TFCA are limited to a total of 5% of the TFCA funds received.

VIII. INSURANCE REQUIREMENTS

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

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

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

Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A, VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance.

The following table lists the types of insurance coverage generally required for each project type. The requirements may differ in specific cases.

County Program Manager Fund Contract Activity:**Insurance Required:**

Vehicle Purchase and lease / Engine retrofits	Automobile Liability and Automobile Physical Damage
Operation of shuttle to/from transit hubs	Commercial General Liability, Automobile Liability and Automobile Physical Damage
Construction projects including: bicycle/pedestrian overpass; bicycle facilities including bike paths, lanes, and routes; smart growth and traffic calming; and vehicle infrastructure.	Commercial General Liability, Automobile Liability and Worker's Compensation
Bicycle lockers and racks, Arterial Management, and Signal Timing	Commercial General Liability
Guaranteed Ride Home programs, transit marketing programs, and transit pass subsidy or commute incentives.	None

IX. FUNDING AGREEMENT, REPORTS AND AUDIT REQUIREMENTS

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

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

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

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

X. TIMELY IMPLEMENTATION OF PROJECTS AND USE OF FUNDS

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

1. Within two months of receipt of funds from the Air District, the Alameda CTC will send out fund transfer agreements to each project sponsor.
2. Project sponsors must execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC. The executed fund transfer agreement must contain an expenditure plan for implementation of the project. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed.
3. Project sponsors must initiate implementation of a project within three months of the date of receipt of the executed fund transfer agreement from the Alameda CTC, unless an extended schedule has been approved in advance by the Alameda CTC. The Alameda CTC will not approve an extended schedule with a project start date beyond calendar year 2014.
4. Funds must be expended within two years from the date of the first receipt of funds by the Alameda CTC from the Air District. The Alameda CTC may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Additional schedule extension requests can only be granted with approval from the Commission and Air District.
5. Sponsors must submit requests for reimbursement at least once per fiscal year. Requests must be submitted within six (6) months after the end of the fiscal year, defined as the period from July 1 to June 30. All final requests for reimbursement must be submitted no later than the submittal date of the Final Project Report.
6. Sponsors must submit semi-annual progress reports within the period established by the Air District.
7. Sponsors must submit required Final Project Reports (project monitoring reports) within three months of project completion or, as applicable, within three months after the post-project evaluation period as established in the funding agreement.
8. An at risk report will be presented to Alameda CTC Committees periodically to advise sponsors of upcoming critical dates and deadlines.

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

XI. REIMBURSABLE COSTS AND REIMBURSEMENT OF FUNDS

TFCA funds can be used for project implementation costs as follows:

- Project implementation costs are charges associated with implementing a specific TFCA-funded project, including:
 - Documented hourly labor charges (salaries, wages, and benefits) directly and solely related to implementation of the TFCA project,
 - Capital costs,

- Capital equipment and installation costs,
- Shuttle driver labor and equipment maintenance costs,
- Shuttle driver labor costs,
- Labor costs related to capital purchases,
- Operator or personnel training directly related to project implementation,
- Contractor labor charges related to the TFCA project,
- Travel, and training and associated personnel costs that only if these costs are directly related to the implementation of the TFCA-funded project (e.g., the cost of training mechanics to service TFCA-funded natural gas clean air vehicles),
- Indirect costs associated with implementing the project, including reasonable overhead costs incurred to provide a physical place of work (e.g., rent, utilities, office supplies), general support services (e.g., payroll, reproduction) and managerial oversight, and
- Sponsor may choose not to charge any indirect costs to a TFCA project.

Upon execution of a fund transfer agreement, project sponsors may request reimbursement for documented project expenses. All project costs must be identified in the budget from the approved grant application and conform to the project scope included in attachment A of the TFCA funding agreement. For each reimbursement request, project sponsors must complete the TFCA "Request for Reimbursement of Funds" form attached to the fund transfer agreement. The form must have an original signature by an authorized person, and should be sent to the attention of Alameda CTC's Financial Officer.

The form must be accompanied by the following documentation:

- 1. Direct Costs:** Direct project costs are directly and solely related to the implementation of the project. Documentation includes copies of paid invoices and evidence of payment.
- 2. Labor Charges:** Hourly labor charges are the sum of the salary paid to an employee plus the cost of fringe benefits provided, expressed on the basis of hours worked. Documentation of hourly charges includes payroll records indicating job title, hourly pay rate, and time sheets indicating time worked on project (other accounting methods to allocate and document staff time will be considered on a case by case basis).
- 3. Indirect Costs:** Indirect costs may be considered eligible for reimbursement with TFCA funds on a case-by-case basis provided the project sponsor requests and justifies the reimbursement in the approved grant application. Sponsor will be required to submit an Indirect Cost Rate proposal for approval in advance. The required documentation for indirect project costs would be similar to what is required for direct costs and hourly labor charges.
- 4. Administrative Costs:** Administrative costs that are reimbursable to a project sponsor are limited to a maximum of 5% of the total TFCA funds received. Administrative project costs may be considered eligible for reimbursement with TFCA funds on a case-by-case basis provided the project sponsor requests and justifies the reimbursement in the approved grant application. The required documentation for administrative project costs would be similar to what is required for direct costs and hourly labor charges.

TFCA FY 2013/14 Fund Estimate - Final - March 2013

Agency	Population (Estimate)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed in Last Cycle	Funds Relinquished This FY	FY 12/13 Rollover (Debits/Credits)	TFCA Balance (New + Rollover)
Alameda	74,640	4.87%	4.86%	\$ 61,843	\$ (495,207)	\$ -	\$ 1,679	\$ (493,528)	\$ (431,685)
Alameda County	142,833	9.32%	9.30%	\$ 118,344	\$ 4,976	\$ -	\$ 6,090	\$ 11,066	\$ 129,410
Albany	18,488	1.21%	1.20%	\$ 15,318	\$ (46,555)	\$ -	\$ -	\$ (46,555)	\$ (31,237)
Berkeley	114,821	7.49%	7.48%	\$ 95,135	\$ 118,169	\$ -	\$ 3,515	\$ 121,684	\$ 216,819
Dublin	46,785	3.05%	3.05%	\$ 38,764	\$ 116,719	\$ -	\$ -	\$ 116,719	\$ 155,483
Emeryville	10,200	0.67%	0.79%	\$ 10,000	\$ 17,565	\$ -	\$ -	\$ 17,565	\$ 27,565
Fremont	217,700	14.21%	14.18%	\$ 180,375	\$ 39,721	\$ -	\$ -	\$ 39,721	\$ 220,096
Hayward	147,113	9.60%	9.58%	\$ 121,890	\$ (660,439)	\$ -	\$ 636	\$ (659,803)	\$ (537,913)
Livermore	82,400	5.38%	5.37%	\$ 68,272	\$ 242,812	\$ -	\$ -	\$ 242,812	\$ 311,084
Newark	43,041	2.81%	2.80%	\$ 35,662	\$ 194,299	\$ -	\$ -	\$ 194,299	\$ 229,961
Oakland	395,341	25.80%	25.75%	\$ 327,559	\$ 179,337	\$ 35,300	\$ 39,858	\$ 183,895	\$ 511,454
Piedmont	10,807	0.71%	0.79%	\$ 10,000	\$ 34,899	\$ -	\$ -	\$ 34,899	\$ 44,899
Pleasanton	71,269	4.65%	4.64%	\$ 59,050	\$ (26,628)	\$ 57,507	\$ -	\$ (84,135)	\$ (25,085)
San Leandro	86,053	5.62%	5.61%	\$ 71,299	\$ 27,998	\$ -	\$ 4,843	\$ 32,841	\$ 104,140
Union City	70,646	4.61%	4.60%	\$ 58,534	\$ 98,988	\$ -	\$ -	\$ 98,988	\$ 157,522
TOTAL:	1,532,137	100.00%	100.00%	\$ 1,272,044	\$ (153,347)	\$ 92,807	\$ 56,622	\$ (189,532)	\$ 1,082,512

FY 13/14 TFCA Revenue (Per Exp. Plan) \$ 1,896,911 (5% of this line is the admin. limit)

FY 11/12 admin "actual" 5% adjustment \$ 4,049

Calendar year 2012 Interest Earned \$ 11,091

Total Funding Available \$ 1,912,052

	Guarantee 70%	Discretionary 30%
Less 5% for Program Administration	\$ 94,846	
Total Programming Capacity	\$ 1,817,206	\$ 545,162
Relinquishments	\$ 71,615	\$ 14,994
FY12/13 Rollover (debit/credit) Adjustment	\$ -	\$ 246,150
Subtotal Relinquishments & Rollover Adjustments	\$ 71,615	\$ 261,144
Adjusted Total Available to Program	\$ 1,888,821	\$ 806,305

Notes:

1. Includes all TFCA programming actions through 12/31/12.
2. Population estimates as of 1/01/12 from Dept. of Finance (www.dof.ca.gov).

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**FY 2013/14 TFCA County Program Manager Funding
Summary of Applications Received**

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested
70% City/County Share				
Alameda County	Tesla Rd Class II Bike Lanes	Class II Bicycle Lane Gap Closure on Tesla Road between Greenville Rd and Cross Road which is East of Livermore, in Unincorporated Alameda County.	\$390,000	\$200,000
Berkeley	Berkeley Citywide Bicycle Parking Project	Purchase and installation on the public right-of-way of at least 278 bicycle racks citywide, including six (6) pilot in-street "bicycle corral" locations along commercial corridors. The City will install racks primarily on sidewalks near commercial areas, schools, and parks.	\$155,000	\$155,000
Fremont	City of Fremont Arterial Management	This project will improve arterial operations along three corridors: Ardenwood Boulevard, Stevenson Boulevard, and Mission Boulevard by implementing new signal coordination timings and upgrading most of the existing traffic signal equipment to enhance the operation of the traffic signal coordination.	\$218,000	\$218,000
Hayward	"A" Street Signal Upgrade and Coordination	Provide traffic signal retiming and coordination along "A" Street at 10 intersections between Mission Boulevard and Hesperian Boulevard, including upgrading existing controllers and closing the gap between the existing signal interconnect system to allow communications between the Traffic Operations Center (TOC) and the on-street controllers.	\$209,000	\$190,000
Oakland	Adeline St Bikeway Gap Closure	The project will install Class 2 bike lanes on Adeline St, 47th to 61st Sts. The new facility will adjoin existing bikeways at each end. The street will be slurry-sealed prior to bike lane installation.	\$73,000	\$58,000
Oakland	CityRacks Bicycle Parking Program Phase 10	This project will fund Phase 10 of Oakland's CityRacks Bicycle Parking Program. Over the two year grant period, the project includes installation of approximately 500 bike rack parking spaces, four electronic bicycle lockers to serve the 12th St BART Station.	\$100,000	\$100,000
Oakland	City of Oakland Broadway Shuttle	The Free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Broadway at 27th Street at 11-16 minute frequencies. Starting July 2013, the B's service hours will be Monday-Thursday 7am-10pm; Friday 7am-12am; and Saturday 6pm-12am. TFCA request is for a 1.5 year period, July 2013 - Dec. 2014.	\$1,051,000	\$140,268
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programs. The project also consists of monitoring efforts by conducting transportation surveys to gather data. TFCA request is for FY 13/14 program operations.	\$114,000	\$58,916
San Leandro	San Leandro LINKS Shuttle	The free shuttle provides service from the San Leandro BART station to businesses in West San Leandro. Service is provided every 20 minutes, Monday through Friday during peak commute hours from 5:45AM to 9:45AM and starting again at 3:00PM to 7:00PM. The TFCA request is for FYs 13/14 and 14/15.	\$633,000	\$104,000
			Subtotal TFCA 70% Requested	\$1,224,184
			TFCA Balance Available	\$1,082,516
			<i>Amount Requested over Amount Available</i>	<i>(\$141,668)</i>
Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested
30% Transit Discretionary Share				
AC Transit	Bus Electrification Demonstration Project	The conversion of an existing hybrid gasoline bus to a fully electric vehicle to achieve reductions in emissions, noise and operational costs. The electric bus would replace an existing conventional diesel fuel bus from the AC Transit revenue fleet.	\$ 484,000	\$387,276
Alameda CTC	Alameda County Guaranteed Ride Home and Countywide Transportation Demand Management Services Information Program	The Program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative modes of transportation to get to work. TFCA request is for continued program operations for FY 13/14 and FY14/15 and includes the creation of new educational materials providing comprehensive information on different TDM services and commute alternatives available in Alameda County.	\$ 270,000	\$ 270,000
CSU East Bay	Second BART to Campus Shuttle	Continue existing operations of a second free campus to BART shuttle. The route operates in a loop between CSU East Bay campus and the Hayward BART station 7am-930pm, 240 days per year. Request is for FY 13/14 operations.	\$ 159,314	\$ 159,314
LAVTA	Route 20X and RAPID Operations	Routes 20x and Rapid operations for FYs 13/14 and 14/15. These routes serve West and East Dublin/Pleasanton BART and the Livermore Transit Center. Additionally, a new EcoPass/Transit Incentive Program, for employees traveling to work along these corridors, is proposed.	\$ 6,600,000	\$ 450,000
			Subtotal TFCA 30% Requested	\$ 1,266,590
			TFCA Balance Available	\$ 806,305
			<i>Amount Requested over Amount Available</i>	<i>\$ (460,285)</i>
			Total FY 13/14 TFCA Requested	\$ 2,490,774
			Total FY 13/14 TFCA Available	\$1,888,821
			<i>Total Amount Requested over Amount Available</i>	<i>\$ (601,953)</i>

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Memorandum

DATE: May 02, 2013

TO: Programs and Projects Committee

FROM: John Hemiup, Senior Transportation Engineer
Matt Todd, Principal Transportation Engineer

SUBJECT: **Approval of the FY 2011-2012 Measure B and Vehicle Registration Fee Pass-through Fund Program Compliance Reports**

Recommendation

It is recommended the Commission approve the FY 2011-2012 Measure B and Vehicle Registration Fee Pass-through Fund Program Compliance Reports and approve the San Joaquin Regional Rail Commission's (SJRRRC) Request for an Exemption from the Master Program's Funding Agreement Timely Use of Funds Policy.

Summary

The Master Programs Funding Agreement (MPFA) requires all recipients of Measure B and Vehicle Registration Fee (VRF) pass-through funds to submit an annual compliance report and an annual compliance audit (i.e. Audited Financial Statement) to Alameda CTC for fiscal year 2011-12 (FY 11-12) that document the use of Measure B and VRF pass-through fund revenues and expenditures.

In accordance with the MPFA's requirements pertaining to the Timely Use of Funds Policy and Reserve Fund Policy, Alameda CTC also required recipient jurisdictions to outline an implementation plan in the compliance report, for both projects and programs that utilized ending FY 11-12 balances and anticipated FY 12-13 pass-through revenues. The Timely Use of Funds Policy dictates that Measure B and VRF funds not placed in reserve funds pursuant to the Reserve Fund Policy shall be spent expeditiously, and no unexpended funds beyond those included in reserves is allowed unless a written request is submitted to the Alameda CTC and approved by the Commission. All jurisdictions receiving Measure B and VRF pass-through funds provided detailed compliance reports (with implementation plans) and audited financial statements that complied with MPFA requirements.

Discussion

Since the 2000 Measure B sales tax collections began on April 1, 2002, Alameda CTC has collected and distributed approximately \$632.0 million in Measure B program funds, including pass-through and grant funds, to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes. Measure B generates approximately \$107 million annually, of which approximately 60 percent goes directly to 20 jurisdictions as pass-through funds

for their bicycle and pedestrian, local transportation (streets and roads), mass transit, and paratransit programs. In FY 11-12, Measure B net sales tax revenues generated \$107.5 million. Of this amount, approximately \$60.5 million was distributed to eligible jurisdictions as pass-through funds.

Since Vehicle Registration Fee collections began in May 2011, Alameda CTC has collected \$19.0 million in net funds. In FY 11-12, Alameda CTC distributed \$7.0 million (60%) in VRF pass-through program funds to recipients.

In Spring 2012, the 20 jurisdictions receiving Measure B and VRF funds entered into a MPFA with Alameda CTC. The MPFA and its associated Implementation Guidelines outlined the pass-through funding distribution, eligible expenditures, recipient reporting requirements, and policies on the timely use of funds and establishment of fund reserves.

Each year, Measure B and VRF pass-through recipients are required to submit audited financial statements and compliance reports to Alameda CTC. These reports document pass-through fund revenues and expenditures for the Measure B programs: bicycle and pedestrian, local transportation (streets and roads), mass transit, and paratransit, and pass-through fund expenditures for the VRF local road improvement and repair program. The compliance reports also capture Measure B and VRF pass-through recipients' annual reporting deliverables including:

- Provide the number of road miles served within the agency's jurisdictions
- Provide an updated population figure for their jurisdiction
- Document publication of a newsletter article in the recipient's or Alameda CTC's newsletter
- Document website coverage of Measure B/VRF usage and benefits
- Document project signage requirements
- Report the current Pavement Condition Index for the agency's roadways
- Provide confirmation on Complete Streets Policy Adoption by June 2013
- Report an implementation plan and expenditure plan of reserve balance and annual revenue

For FY 11-12, the audited financial statements of the jurisdictions' revenues and expenditures, were due to Alameda CTC on December 27, 2012, and the compliance reports were due on December 31, 2012. Jurisdictions report revenues and expenditures of Measure B grant funds, in addition to Measure B and VRF pass-through funds, to provide a comprehensive picture of overall usage of funds.

In January 2013, Alameda CTC staff, in collaboration with the Citizens' Watchdog Committee (CWC) reviewed the audited financial statements and compliance reports submitted by the jurisdictions. From this review, Alameda CTC staff sent Request for Information letters to all the jurisdictions to confirm their compliance status, gather additional information on reported expenditures, and clarify fund reserve implementation plans. All 20 agencies/jurisdictions responded with additional information and updated their compliance reports or audited financial statements as requested. The additional information clarified expenditures, provided documentation for the required deliverables, and refined their fund reserve implementation plans utilizing their FY 11-12 ending balance and FY 12-13 anticipated revenues. Each of the 20 agencies receiving Measure B pass-through funds, and 15 agencies receiving VRF pass-through funds, demonstrated compliance with the program requirements. Staff is in the process of mailing final compliance status letters to confirm that each jurisdiction is now fully in compliance.

SJRRC submitted a Request for Exemption Letter from the Timely Use of Funds Policy (see Attachment A). Through a Cooperative Service Agreement executed in 2003 between Alameda CTC and SJRRC, the Alameda portion of the annual operating subsidy for ACE is based on the 2002 operating costs contributed by Alameda (about 33 percent), and escalated annually based on the Consumer Price Index. Measure B provided approximately \$2.3 million of operating funds for the ACE service for FY 11-12. Since the initiation of the collection of Measure B in the spring 2002, SJRRC reports a fund balance of about \$2.7 million at the end of FY 11-12. SJRRC plans to expend these funds on future train operations, and with the addition of a fourth train this fiscal year, they anticipate expending Measure B operational reserves by FY 16-17. The MPFA Reserve Fund Policy permits a maximum of 50 percent of annual revenues be allocated to Operational Reserves. SJRRC is requesting an exception to the reserve policy in order to allocate \$2.2 million to their FY 12-13 Operational Fund Reserve which will exceed the maximum reserve fund limit by approximately \$1 million. It is recommended the Commission approve the request for an exemption from the Timely Use of Funds Policy to exceed the maximum operational fund reserve limit for FY 12-13.

Alameda CTC staff has prepared a comprehensive Measure B and VRF compliance summary report that describes Alameda CTC pass-through distributions in FY 11-12 and the jurisdictions' reported expenditures for FY 11-12. The compliance summary report also summarizes the jurisdictions' reported future planned expenditures, and documents fund reserve designations for the ending FY 11-12 fund balance and FY 12-13 annual revenue. The Measure B report provides an overview of the revenues and expenditures for the bicycle/pedestrian, local transportation (local streets and roads), mass transit, and paratransit programs and provides a detailed analysis on the phases and types of Measure B-funded projects throughout Alameda County. Similarly, the VRF report depicts this information as it pertains to VRF fund utilization by the jurisdiction in FY 11-12.

The Measure B Pass-through Fund Program Compliance Report and the Vehicle Registration Fee Pass-through Fund Program Compliance Report will be provided to the Commission as handouts at the May 23, 2013 meeting.

Fiscal Impact

There is no fiscal impact.

Attachment(s)

Attachment A: SJRRC's Request for Exemption Authorization from the Timely Use of Funds Policy Letter

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February 20, 2013

*Dedicated to
passengers*

*Responsive
to change*

*Committed
to growth*

Arthur L. Dao, Executive Director
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

RE: Request for exemption authorization from Timely Use of Funds, due to extraordinary circumstances.

Commissioners

Bob Johnson
City of Lodi

John W. Harris
City of Manteca

Sonny Dhalilal
City of Lathrop

Steve Bestolarides
San Joaquin County

Brent H. Ives
City of Tracy

Kathy Miller
City of Stockton

Executive Director
Stacey Mortensen

In July 2008, the San Joaquin Regional Rail Commission (SJRRRC) entered into an agreement with the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency (Alameda County Transportation Commission - ACTC) to be the direct recipient of Measure B sales tax revenue pass-through allocations for operations of the Altamont Corridor Express (ACE) service. This agreement required the transfer of the Measure B ACE reserve fund balance into a SJRRRC designated restricted fund for ACE Operations. The amount of this transfer was \$1,691,991.35, providing the initial fund balance to be used for ACE operations as approved annually by the ACTC Board. The current balance is a combination of the initial deposit along with interest earned and subsequent deposits in excess of authorized contribution amounts.

As part of the ACE Cooperative Services Agreement executed in July 2003, between SJRRRC, ACTC and Santa Clara Valley Transportation Authority (SCVTA), an annual Baseline Service Plan is developed by SJRRRC inclusive of ACTC and SCVTA operating contributions for the next fiscal year. After the Baseline Service Plan is reviewed by ACTC and SCVTA staff the respective Boards take an action on approving the plan and setting their respective local contributions.

The Measure B funds are deposited each month by ACTC, directly to SJRRRC's designated restricted fund, Per sections 3.6, 3.8 and 6.3.5 of the Cooperative Services Agreement. SJRRRC may only draw ACTC's contribution from the Measure B funds based on an annually approved CPI increase. If amounts deposited by ACTC during the year exceed authorized amounts to draw, an increase in fund balance occurs.

Currently, the calculation for projected funds added to the fund balance exceeds the amounts allowed for retention in the Operations Fund Reserve (3.A.2) and Undesignated Fund Reserve (3.A.3). It is the intent of SJRRRC, upon ACTC Board approval of the annual Baseline Service Plan to use Measure B reserved funds to augment ACTC's Baseline contribution to the ACE service over the next five fiscal years and fully expend all funds carried forward by the end of FY16/17. The table below illustrates the expenditure plan for the fund reserves:



February 20, 2013
 Arthur L. Dao, Executive Director
 Alameda County Transportation Commission
 Page 2

	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17
Measure B Service Contribution		\$ 2,097,443	\$ 2,145,893	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000
Administrative Fee		\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Measure B from Reserve Balance		\$ 498,037	\$ 655,055	\$ 700,000	\$ 700,000	\$ 96,438
Total		\$ 2,615,480	\$ 2,820,948	\$ 2,920,000	\$ 2,920,000	\$ 2,316,438
Remaining Reserve	\$ 2,649,530	\$ 2,151,493	\$ 1,496,438	\$ 796,438	\$ 96,438	\$ -

Since SJRRC will not expend the reserves in the timely manner defined and set by ACTC's "Master Programs Funding Agreement" Section 3 (FY15/16), SJRRC/ACE is requesting authorization for an exemption due to extraordinary circumstances.

Please do not hesitate to contact George Fink, Manager of Planning & Programming at 209-944-6235, email George@acerail.com, or Margaret Merin, Staff Accountant at 209-944-6246, email Margaret@acerail.com if you have any questions or comments.

Sincerely,



Stacey Mortensen, Executive Director

c: John Nguyen, ACTC
 Matt Todd, ACTC
 Vivek Bhat, ACTC
 Brian Schmidt, SJRRC
 Nila Cordova, SJRRC
 George Fink, SJRRC



Memorandum

DATE: May 24, 2013

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
James O'Brien, Alameda CTC Project Controls Team

SUBJECT: **Approval of FY 2013/14 Measure B Capital Program Strategic Plan Allocation Plan Update and Assumptions**

Recommendation

It is recommended that the Commission approve the following actions related to Measure B capital funding and the FY 2013/14 Measure B Capital Program Strategic Plan Update (SPU):

1. Approve the assumptions described herein as the basis for the development of the FY 2013/14 Measure B Capital Program Strategic Plan Update;
2. Approve the reallocation \$3.1M of allocated 2000 Measure B funding between sub-projects under the Congestion Relief Emergency Fund Project (ACTIA No. 27). The funds have been allocated, but not yet encumbered for expenditure for the Studies of Congested Segments/Locations on the CMP Network Project (ACTIA No. 27E), and will be reallocated to the I-880 Corridor Improvements in Oakland and San Leandro Project (ACTIA 27C);
3. Confirm the Measure B commitments to the individual capital projects included in the 1986 and 2000 Measure B Capital Programs and to previously approved advances, exchanges and loans; and,
4. Approve the Allocation Plans for the 1986 and 2000 Measure B Capital Programs.

Summary

The FY 2013/14 Measure B Strategic Plan Update (FY13/14 SPU) addresses both the 1986 Measure B Capital Program and the 2000 Measure B Capital Program. While the governing boards for each measure have merged, the requirements related to each measure remain in effect and continue to apply to the programming, allocation and expenditure of Measure B funds made available through each of the capital programs. The assumptions related to the FY13/14 SPU are described herein. The attachments to this memorandum consist of the financial information necessary for the fiscal management of the capital program accounts. The attachments include information pertaining to the Measure B commitments to each of the individual capital projects, the anticipated timing of future allocations and expenditures, and the various advances, exchanges and loans currently approved by

the Alameda CTC. The FY13/14 SPU also reflects the shift of \$3.1M of allocated funds between sub-projects under the Congestion Relief Emergency Fund (ACTIA No. 27).

The FY 2013-14 Allocation Plan Update included in the FY13/14 SPU provides the road map for the Measure B capital funding of the remaining capital projects in the 1986 and 2000 Measure B capital programs. It is anticipated that the 2000 Measure B Capital Program will require financing and borrowing in the near-term to provide the Measure B funding to the recipient projects at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies.

The remaining projects from the 1986 Measure B Capital Program along with all of the capital projects from the 2000 Measure B Capital Program, including completed projects, are summarized in Attachment A.

Discussion and Background

The Alameda CTC updates the Measure B Capital Program Strategic Plan annually to confirm the commitments of Measure B capital projects funding to individual capital projects included in the 1986 Measure B Transportation Expenditure Plan (1986 MB) or in the 2000 Measure B Transportation Expenditure Plan (2000 MB). The 1986 MB and 2000 MB capital programs must continue to adhere to the requirements and policies of the respective Measures. The assumptions incorporated into the FY 2013/14 SPU are divided into three categories:

- Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs;
- Assumptions pertaining only to the 1986 MB Capital Program; and
- Assumptions pertaining only to the 2000 MB Capital Program.

Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs

The following assumptions are related to both the 1986 MB and 2000 MB capital programs:

1. The financial accounts and Measure B commitments for both the 1986 MB and 2000 MB Capital Programs will be kept independent for the purposes of the FY 2013/14 SPU;
2. The assumptions related to the timing of the need for Measure B funds for each capital project will be based on existing and anticipated encumbrances of Measure B funds and the most current information available from the project sponsors related to the project status and schedule;
3. Projects will be implemented and funded sequentially in phases as prescribed in the individual Master Project Funding Agreements and other funding agreements in accordance with the adopted capital project funding procedure for each Capital Program;
4. The commitment of Measure B funds for each capital project will reflect the Cost Allocation Policy adopted by the ACTIA Board in October 2009, which allows for the classification of all direct project costs and assignment of these costs to the appropriate capital project;
5. The financing and borrowing assumptions related to providing the Measure B capital funding at the time needed for project delivery include a combination of internal borrowing

between the 1986 MB and 2000 MB Capital Accounts and outside debt financing to maximize the benefits of a favorable financing environment, and to avoid adverse impacts to the delivery of the 1986 MB capital projects to the extent practicable; and

6. Any future advances or exchanges not included in the FY 2013/14 SPU involving Measure B Capital funding will be considered on a case-by-case basis and be the subject of separate actions by the Commission.

Assumptions pertaining only to the 1986 MB Capital Program

The following assumptions are related to the 1986 MB Capital Program:

1. The commitment of 1986 Measure B funds to the remaining capital projects will maintain the commitments approved in the FY 2012/13 Strategic Plan Update. The timing of the anticipated expenditures of the remaining commitments of 1986 Measure B funding have been adjusted to reflect current project status. The remaining commitments are considered fully allocated for the purposes of the adopted funding procedures for Measure B capital projects.
2. The 1986 Measure B commitments to capital projects that are completed or that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan. Any unused Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be allocated to the 1986 Measure B Capital Projects Contingency Reserve to manage potential risks and liabilities resulting from the implementation of the State Infrastructure Bond funded projects implemented wholly or in part by the Commission, and other projects sponsored by the Commission.
3. The Local Match requirements prescribed by the 1986 MB for individual capital projects will remain in effect;
4. The Alameda CTC currently owns property that was acquired for 1986 MB capital project rights-of-way which is now considered surplus. The FY13/14 SPU assumes that sales of the surplus property will yield \$3.0 million of proceeds in FY 2014-15.

Assumptions pertaining only to the 2000 MB Capital Program

The following assumptions are related to the 2000 MB Capital Program:

1. The FY 2012/13 Ending 2000 Measure B Programmed Balance for each capital project will be derived by deducting any amounts allocated during the current fiscal year, FY 2012/13, from the FY 2012/13 Beginning 2000 Measure B Programmed Balance approved in the FY 2012/13 SPU;
2. The Program Escalation Factor (PEF) used to convert the FY 2012/13 Ending 2000 Measure B Programmed Balance to the FY 2013/14 Beginning 2000 Measure B Programmed Balance will be 1.0;

3. The total 2000 Measure B capital funding commitment to all capital projects will remain at \$756.5 million;
4. The FY13/14 SPU will include an Allocation Plan which lays out specific allocations expected from the remaining 2000 Measure B Programmed Balance for each capital project and will serve as the basis of the program-wide financial model;
5. The cash demand for the remaining 2000 Measure B capital projects will necessitate some type of debt financing or borrowing between the 2000 Measure B Capital Program and the 1986 Measure B Capital Program in the FY 2013/14 timeframe;
6. The financial parameters for future years, such as revenue projections and interest rates, that impact the program-wide financial model will be based on the same parameters approved by the Commission with other agency financial matters, e.g. the FY 2013/14 annual budget and recommendations from the Financing Team assembled to assist with the required debt financing procedures;
7. The \$37.03 million exchange related to the 2012 State Transportation Improvement Program (STIP) and the Route 84 Expressway Widening Project (Project No. ACTIA 24) is reflected in the FY13/14 SPU. The funding for the Route 84 Expressway Widening Project includes \$37.03 million of STIP funding programmed in FY 2016/17. An equivalent amount from the 2000 Measure B Commitment to ACTIA No. 24 will be paid to the Local Fund Exchange Program administered by the Commission and made available to the 13 projects included in the 2012 STIP exchange as approved by the Commission. The exchanged funds will be distributed to the 13 projects through the CMA TIP Program administered by the Commission as shown in Attachment D.
8. The advance of \$8.5 million of Measure B capacity from several capital projects for the I-580 Eastbound HOV/Auxiliary Lane Project and the I-580 Eastbound Express Lanes Project to be repaid from the future toll revenues of the express lane is reflected in the FY13/14 SPU as approved by the Commission in September, 2011. The timing of the advances and the repayments are based on the current project delivery status and schedules of the individual projects involved;
9. The reallocation of \$3.1M of allocated 2000 MB funding between sub-projects under the Congestion Relief Emergency Fund Project (ACTIA No. 27). The funds have been allocated, but not yet encumbered for expenditure to the Studies for Congested Segments/Locations on the CMP Network Project (ACTIA No. 27E), and will be reallocated to the I-880 Corridor Improvements in Oakland and San Leandro Project (ACTIA 27C).

Measure B Capital Programs

The summary of Measure B Capital Projects included in Attachment A shows the total Measure B commitment for the remaining capital projects from the 1986 MB (ACTA) capital program, and all of the capital projects included in the 2000 MB (ACTIA) capital program. The remaining commitments from the 1986 Measure B Capital Account were established primarily through two amendments to the 1986 Expenditure Plan approved in FY 2005/06. The amendments deleted projects that could not be

delivered and redirected the 1986 Measure B commitments for the projects that were deleted to replacement projects.

The total 1986 Measure B commitment for the five individual replacement projects and a program-wide closeout “project” equals \$199.6 million as shown in Attachment A.

The total 2000 Measure B commitment for the 27 projects included in the 2000 Measure B Expenditure Plan is \$756.5 million as shown in Attachment A. One capital project, the I-580 Castro Valley Interchanges Improvements project, has both 1986 MB and 2000 MB funding as shown in Attachment A (ACTA MB 239 and ACTIA No. 12).

1986 Measure B Capital Program

The total commitment of 1986 Measure B funds to the remaining projects included in Attachment A are shown in more detail in Attachment B. Attachment B shows the timing of the anticipated expenditure of the remaining 1986 Measure B commitments. The remaining 1986 Measure B commitments shown in Attachment B are anticipated for the following purposes:

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining 1986 Measure B commitment is for completing the on-going design, right-of-way, and utility relocation phases, and for the subsequent construction phase which is currently underfunded.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The remaining 1986 Measure B commitment is for completing the on-going construction phase and closing out prior phases.
3. I-580/Redwood Road Interchange (MB239) – The 1986 Measure B commitment for this project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA No. 12) included in the 2000 MB Capital Program. The remaining 1986 Measure B commitment is for completing the construction phase, including the three-year landscape maintenance obligation, and closing out prior phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining 1986 Measure B commitment is for continuing studies related to improving the Alameda County transportation system. The first phase of the project, which is complete, involved the development of a Local Area Transportation Improvement Program (LATIP) related to the use of proceeds from the sales of properties rendered surplus after the Hayward Bypass Project was removed from local, regional and statewide plans. The LATIP, approved by the California Transportation Commission, includes potential funding for projects within the original 3-corridor study area of the Central Alameda County Freeway System Operational Analysis Project. The next phase of the project includes countywide studies of three key aspects of the transportation system as prioritized by the Alameda CTC: 1) a countywide transit plan; 2) a countywide goods movement plan; and 3) a countywide arterial mobility corridor plan.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining 1986 Measure B commitment is for the project development, right of way 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, required landscape maintenance, right-of-way settlements, right-of-way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes until the project is completely closed out financially.

7. The 1986 Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the 2000 Measure B commitment under project ACTIA No. 02.

2000 Measure B Capital Program

The procedures for managing the 2000 Measure B commitments are primarily based on 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 project 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 2000 Measure B Capital Program, which effectively holds the total 2000 Measure B commitment to the projects in the 2000 MB Capital Program at \$756.5 million.

The total of the commitments of 2000 Measure B funds to the individual projects included in Attachment A are shown in more detail in Attachment C1 and reflect a PEF equal to 1.0 for the FY13/14 SPU. The FY 2013/14 Beginning Programmed Balance for each project is equal to the Remaining Programmed (Un-Allocated) Balance shown in Attachment C1 and represents the amount available for future allocation. Attachment C2 shows the amount expended through December 31, 2012 compared to the total amount allocated for each of the 2000 MB capital projects. The FY 2013/14 2000 Measure B Allocation Plan Schedule shown in Attachment C3 lays out the timing of the anticipated future allocations for the remainder of the 2000 Measure B Capital Program. The future 2000 Measure B allocations are anticipated for the following purpose(s) as shown in the FY 2013/14 2000 Measure B Allocation Plan Notes in Attachment C4:

1. Altamont Commuter Express (ACE) Improvements (ACTIA No. 01) – 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. The availability of \$2 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the Commission in September 2011.
2. I-680 Sunol Express Lanes – Southbound (ACTIA 08A) - The future 2000 Measure B allocations are anticipated for future operation costs above the toll revenues available for operations as approved by the Commission in December 2012.
3. I-680 Sunol Express Lanes – Northbound (ACTIA 08B) - The future 2000 Measure B allocations are anticipated for project development, system management and integration, right of way and construction phases. The availability of \$4.5 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the Commission in September 2011.

4. Iron Horse Transit Route (ACTIA 09) -- The future 2000 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 2000 Measure B allocation is anticipated for the construction phase.
6. Isabel Avenue - Route 84/I-580 Interchange (ACTIA 23) – The future 2000 Measure B allocations are anticipated for projects adjacent to the interchange project. The interchange construction is complete and the inter-agency agreements related to the project funding are being closed out.
7. Dumbarton Corridor Improvements – Newark and Union City (ACTIA 25) - The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including up to \$1 million for costs incurred directly by the Alameda CTC.

Project expenditures for projects included in the 2000 Measure B Capital Program include expenditures incurred directly by the Commission. The ACTIA Board adopted a Cost Allocation Policy in October 2009, to address the allocation of ACTIA-incurred expenses against project funding. The FY13/14 SPU includes the assumption that the Cost Allocation Policy applies to Commission-incurred expenses in the same fashion as it applied to ACTIA-incurred expenses.

Capital Program Financial Plans for the 1986 and 2000 Measure B Capital Programs

Without an ongoing revenue stream, the commitments of the 1986 MB funds are constrained by the balance of the 1986 MB Capital Accounts and any interest revenue earned until the account is completely drawn down for project expenditures (currently anticipated to occur in the FY 2017/18 timeframe). In other words, the remaining commitments to the 1986 MB Capital Program are constrained by the amount of funding currently “in the bank,” so debt financing will not be needed to provide the remaining 1986 Measure B commitments for the 1986 MB Capital Program. Attachment B shows the 1986 Measure B commitments to the remaining 1986 MB capital projects and the anticipated timing of the drawdowns based on current project schedules.

By the end of the current FY, i.e. June 30, 2013, more than \$709 million of 2000 Measure B funding will be allocated and ready for encumbrance for capital project expenditures (i.e. 94% of the total 2000 Measure B commitment to all capital projects of \$756.5 million). Once the encumbrances, e.g. funding agreements, contracts, etc., for the allocated funds are approved, the Commission will have encumbered more 2000 Measure B funds than can be provided to the projects on a “pay-as-you-go basis.” Current financial analysis shows the 2000 Measure B Capital Program fund balance, based on the assumptions described above without any financing or borrowing, will go negative before the end of FY 2013/14.

The alternative to pay-as-you-go is some type of debt financing or borrowing 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. Current financial analysis indicates a combination of borrowing from the 1986 Measure B Capital Account in the near-term (until the funds are needed for

the 1986 MB capital projects) followed by some type of debt financing from outside sources will be required to provide the 2000 Measure B funding to the capital projects as shown in Attachment D.

Debt Financing for the 2000 Measure B Capital Program

The most likely types of debt financing will involve the issuance of bonds and/or commercial paper. The process for issuing bonds secured by the sales tax, referred to as “limited tax bonds,” is prescribed by the California Public Utilities Commission (PUC) Code and expanded upon in guidelines prepared by the California Debt and Investment Advisory Commission (CDIAC). The required process includes the Commission adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds must address the following (from the PUC):

- The purposes for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to, or connected with, the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.
- The estimated cost of accomplishing those purposes.
- The amount of the principal of the indebtedness.
- The maximum term the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.
- The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.
- The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).
- The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

The resolution may also contain other matters authorized by the applicable PUC Code chapter or any other law.

The process for issuing bonds involves identifying a Financing Team which includes a Financial Advisor, an Underwriter (one or more), and Bond Counsel, to determine the specifics related to the bond issuance required to develop the bond package, market the bonds, sell the bonds and secure the proceeds. Once the bonds are issued, the Commission will be responsible for monitoring and tracking the activities related to the expenditure, investment and accounting of the bond proceeds, including the final accounting. Staff has initiated the process to select consultants to participate on the Financing Team. The Financial Advisor for the Financing Team has been selected.

The project expenditure information provided in the attachments 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 Commission to fulfill the commitments of 2000 Measure B funding. The focus of the financial analysis and management is to provide the 2000 Measure B commitments

to the capital projects 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

There is no direct fiscal impact expected to result from the recommended action.

Attachments:

- A: Summary of Measure B Capital Projects Funding
- B: 1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures
- C1: 2000 Measure B Capital Project Commitment Summary
- C2: 2000 Measure B Capital Project Allocations and Expended to Date
- C3: 2000 Measure B Allocation Plan Schedule
- C4: 2000 Measure B Allocation Plan Notes
- D1: 2000 Measure B Capital Project Line Item Expenditures
- D2: 2000 Measure B Capital Program Advances and Repayments
- D3: 2000 Measure B Capital Program Advances 2012 STIP Exchange Project Detail Sheet

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Summary of Measure B Capital Projects Funding					
May 2013					
Index	Project Title	Project Type (Note 1)	Measure B Project Number	Measure B Funding (\$ x million)	
				1986 MB (ACTA)	2000 MB (ACTIA)
1	I-880 to Mission Blvd East-West Connector	LSR	MB 226	88.8	0.0
2	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	MB 238	80.0	0.0
3	Central Alameda County Freeway System Operational Analysis	Hwy	MB 240	5.0	0.0
4	Castro Valley Local Area Traffic Circulation Improvement	LSR	MB 241	5.0	0.0
5	Program-Wide and Project Closeout Costs	Var	MB Var	5.8	0.0
6	Altamont Commuter Express Rail	MT	ACTIA 01	0.0	13.2
7	BART Warm Springs Extension	MT	ACTIA 02	0.0	224.4
8	BART Oakland Airport Connector	MT	ACTIA 03	0.0	89.1
9	Downtown Oakland Streetscape Improvement	BP	ACTIA 04	0.0	6.4
10	Fruitvale Transit Village	MT	ACTIA 05	0.0	4.4
11	Union City Intermodal Station	MT	ACTIA 06	0.0	12.6
12	Telegraph Avenue Bus Rapid Transit	MT	ACTIA 07A	0.0	11.5
13	San Pablo Avenue Corridor Transit	MT	ACTIA 07B	0.0	2.3
14	Telegraph Avenue Rapid Bus Service	MT	ACTIA 07C	0.0	10.7
15	I-680 Sunol Express Lanes - Southbound	Hwy	ACTIA 08A	0.0	15.2
16	I-680 Sunol Express Lanes - Northbound	Hwy	ACTIA 08B	0.0	20.0
17	Iron Horse Transit Route	MT	ACTIA 09	0.0	6.3
18	I-880/Broadway-Jackson Interchange Improvement (Study Only)	Hwy	ACTIA 10	0.0	8.1
19	I-880/Washington Ave I/C	Hwy	ACTIA 11	0.0	1.3
20	I-580 Castro Valley Interchanges Improvements (Note 2)	Hwy	ACTIA 12	15.0	11.5
21	Lewelling/East Lewelling Blvd Widening	LSR	ACTIA 13	0.0	13.1
22	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	Hwy	ACTIA 14A	0.0	2.5
23	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	Hwy	ACTIA 14B	0.0	2.7
24	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 3)	Hwy	ACTIA 14C	0.0	7.8
25	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	ACTIA 15	0.0	27.0
26	Oakland Local Streets and Roads	LSR	ACTIA 16	0.0	5.3
27	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	LSR	ACTIA 17A	0.0	0.6
28	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 4)	LSR	ACTIA 17B	0.0	0.7
29	Westgate Parkway Extension (Wal-Mart to Williams Street)	LSR	ACTIA 18A	0.0	7.9
30	Westgate Parkway Extension (Davis Street)	LSR	ACTIA 18B	0.0	0.6
31	East 14th St/Hesperian Blvd/150th St Improvements	LSR	ACTIA 19	0.0	3.2
32	Newark Local Streets	LSR	ACTIA 20	0.0	1.4

Summary of Measure B Capital Projects Funding

April 2013 - Draft

Index	Project Title	Project Type (Note 1)	Measure B Project Number	Measure B Funding (\$ x million)	
				1986 MB (ACTA)	2000 MB (ACTIA)
33	I-238 Widening (Note 3)	Hwy	ACTIA 21	0.0	81.0
34	I-680/I-880 Cross Connector Studies	Hwy	ACTIA 22	0.0	1.2
35	Isabel Avenue - Route 84/I-580 Interchange	Hwy	ACTIA 23	0.0	26.5
36	Route 84 Expressway Widening	Hwy	ACTIA 24	0.0	96.5
37	Dumbarton Corridor Improvements (Newark and Union City) (Study Only)	MT	ACTIA 25	0.0	19.4
38	I-580 Corridor/BART to Livermore Studies	MT	ACTIA 26	0.0	11.8
39	Vasco Road Safety Improvements	LSR	ACTIA 27A	0.0	1.5
40	I-80 Integrated Corridor Mobility Project	Hwy	ACTIA 27B	0.0	2.8
41	I-880 Corridor Improvements in Oakland and San Leandro (Note 5)(Note 6)	Hwy	ACTIA 27C	0.0	5.4
42	CWTP/TEP Development (Study Only)	Hwy	ACTIA 27D	0.0	0.1
43	Studies for Congested Segments/Locations on the CMP Network (Note 5)	Hwy	ACTIA 27E	0.0	0.6
				199.6	756.6

Notes:

1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
2. The I-580 Castro Valley Interchanges Improvements project is included in both the 1986 MB Program (MB 239) and the 2000 MB Program (ACTIA No. 12). The 1986 MB commitment is treated as a contribution to the 2000 MB project.
3. The 2000 MB commitment for ACTIA No. 14C was exchanged for other funds in the I-580 Corridor. The ACTIA 14C commitment is treated as a contribution to the I-238 Widening Project included in the 2000 MB Program (ACTIA No. 21).
4. The second stage of the Hesperian Boulevard/Lewelling Boulevard Widening project (ACTIA No. 17B) is being implemented with the Lewelling/East Lewelling Blvd Widening project (ACTIA No. 13) by Alameda County.
5. The FY13/14 SPU reflects the shift of \$3.1M of allocated 2000 MB funding from ACTIA No. 27E to ACTIA No. 27C.
6. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project and the North and South Segments of the I-880 Southbound HOV Lane project, including follow on landscaping, are eligible for the 2000 MB commitment to the I-880 Corridor Improvements in Oakland and San Leandro project (ACTIA No. 27C).

Attachment A Page 2 of 2

FY 2013/14 Measure B Capital Program Strategic Plan Update
1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures

May 2013

		\$ x 1,000 in the FY Shown (Note 1)						
No.	Project Title	Prior to FY 13/14	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	Totals
MB226	I-880 to Mission Boulevard East-West Connector	\$ 15,334	\$ 5,000	\$ 22,500	\$ 15,000	\$ 25,000	\$ 6,037	\$ 88,871
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	\$ 10,179	\$ 1,350	\$ 100	\$ 1,000	\$ 1,000	\$ 1,371	\$ 15,000
MB240	Central Alameda County Freeway System Operational Analysis	\$ 1,847	\$ 1,400	\$ 1,753	\$ -	\$ -	\$ -	\$ 5,000
MB241	Castro Valley Local Area Traffic Circulation Improvement	\$ 537	\$ 1,150	\$ 3,313	\$ -	\$ -	\$ -	\$ 5,000
MB Var	Program-wide and Project Closeout Costs (Note 2)	\$ 161	\$ 1,050	\$ 2,500	\$ 1,700	\$ 339	\$ -	\$ 5,750
Totals		\$ 108,058	\$ 9,950	\$ 30,166	\$ 17,700	\$ 26,339	\$ 7,408	\$ 199,621

Notes:

- The amounts shown per FY represent the maximum amount of 1986 Measure B assumed to be expended by the Alameda CTC 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 1986 MB Capital Program from a financial perspective. The difference between the actual amount expended by the Alameda CTC 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.
- 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. for 1986 MB capital projects not listed separately. Once project construction is closed out, any remaining amount of 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for 1986 Measure B commitments will continue to be brought before the Alameda CTC for approval before expenditures are approved.

FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Commitment Summary

May 2013

		Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	FY 13/14 Beginning Programmed Balance (\$ x 1,000)
01	ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000
02	BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ -
03	BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ -
04	Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ -
05	Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ -
06	Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ -
07A	Telegraph Avenue Corridor Transit Project	\$ 11,510	\$ 11,510	\$ -
07B	San Pablo Avenue Corridor Transit Improvement Project	\$ 2,262	\$ 2,262	\$ -
07C	Telegraph Avenue Corridor Transit Project - Stage 2	\$ 10,672	\$ 10,672	\$ -
08A	I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500
08B	I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500
09	Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267
10	I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ -
11	I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ -
12	I-580 Interchange Improvements in Castro Valley	\$ 11,525	\$ 11,525	\$ -
13	Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ -
14A	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ -
14B	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ -
14C	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd)	\$ 7,843	\$ 7,843	\$ -
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432

FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Commitment Summary

May 2013

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	FY 13/14 Beginning Programmed Balance (\$ x 1,000)
16 Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ -
17A Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ -
17B Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2)	\$ 686	\$ 686	\$ -
18A Westgate Parkway Extension -Stage 1	\$ 7,918	\$ 7,918	\$ -
18B Westgate Parkway Extension - Stage 2	\$ 600	\$ 600	\$ -
19 East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218	\$ 3,218	\$ -
20 Newark Local Streets	\$ 1,422	\$ 1,422	\$ -
21 I-238 Widening	\$ 81,022	\$ 81,022	\$ -
22 I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ -
23 Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 25,029	\$ 1,500
24 Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ -
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289
26 I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 11,831	\$ -
27A Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ -
27B I-80 Integrated Corridor Mobility Project	\$ 2,800	\$ 2,800	\$ -
27C I-880 Corridor Improvements in Oakland and San Leandro	\$ 5,350	\$ 5,350	\$ -
27D CWTP/TEP Development	\$ 50	\$ 50	\$ -
27E Studies for Congested Segments/Locations on the CMP Network	\$ 551	\$ 551	\$ -
Totals	\$ 756,469	\$ 708,981	\$ 47,488

FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocations and Expended to Date

May 2013

		Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q2 FY 12/13 (12/31/12) (\$ x 1,000)	Allocated Un-Expended Q3 FY 12/13 (\$ x 1,000)
01	ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 4,182	\$ 7,002
02	BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ 100,839	\$ 123,609
03	BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ 53,103	\$ 35,949
04	Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ 762	\$ 5,596
05	Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ 4,435	\$ -
06	Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ 12,561	\$ -
07A	Telegraph Avenue Corridor Transit Project (Note 1)	\$ 11,510	\$ 11,510	\$ 5,495	\$ 6,015
07B	San Pablo Avenue Corridor Transit Improvement Project (Note 1)	\$ 2,262	\$ 2,262	\$ 2,262	\$ -
07C	Telegraph Avenue Corridor Transit Project - Stage 2 (Note 1)	\$ 10,672	\$ 10,672	\$ 10,672	\$ -
08A	I-680 Express Lane - Southbound (Note 2)	\$ 19,697	\$ 15,197	\$ 13,188	\$ 2,009
08B	I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 2,374	\$ 7,626
09	Iron Horse Transit Route	\$ 6,267	\$ -	\$ -	\$ -
10	I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ 2,169	\$ 5,932
11	I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ 1,335	\$ -
12	I-580 Interchange Improvements in Castro Valley (Note 3)	\$ 11,525	\$ 11,525	\$ 12,024	\$ (499)
13	Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ 13,104	\$ -
14A	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ 1,788	\$ 712
14B	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ 511	\$ 2,175
14C	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	\$ 7,843	\$ 7,843	\$ 7,843	\$ -
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 604	\$ 12,001

FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocations and Expended to Date

May 2013

		Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q2 FY 12/13 (12/31/12) (\$ x 1,000)	Allocated Un-Expended Q3 FY 12/13 (\$ x 1,000)
16	Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ 5,278	\$ -
17A	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ 915	\$ (337)
17B	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	\$ 686	\$ 686	\$ 86	\$ 600
18A	Westgate Parkway Extension (Wal-Mart to Williams Street)	\$ 7,918	\$ 7,918	\$ 7,931	\$ (13)
18B	Westgate Parkway Extension (Davis Street) (Note 6)	\$ 600	\$ 600	\$ -	\$ 600
19	East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	\$ 3,218	\$ 3,218	\$ 339	\$ 2,879
20	Newark Local Streets	\$ 1,422	\$ 1,422	\$ 1,422	\$ -
21	I-238 Widening (Note 4)	\$ 81,022	\$ 81,022	\$ 81,022	\$ -
22	I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ 715	\$ 518
23	Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 25,029	\$ 19,473	\$ 5,556
24	Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ 14,641	\$ 81,818
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 2,416	\$ 3,662
26	I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 11,831	\$ 6,918	\$ 4,913
27	Emerging Projects	\$ -	\$ -	\$ -	\$ -
27A	Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ 1,500	\$ -
27B	I-80 Integrated Corridor Mobility Project	\$ 2,800	\$ 2,800	\$ 1,800	\$ 1,000
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 5,350	\$ 5,350	\$ 1,317	\$ 4,033
27D	CWTP/TEP Development	\$ 50	\$ 50	\$ -	\$ 50
27E	Studies for Congested Segments/Locations on the CMP Network	\$ 551	\$ 551	\$ -	\$ 551
Totals		\$ 756,469	\$ 708,981	\$ 395,024	\$ 313,957

FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Allocation Plan Schedule

May 2013

		\$ x 1,000									
		Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance		FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	Totals (Future Allocations)
01	ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000						2,000	\$ 2,000
08A	I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500				1,000	3,500		\$ 4,500
08B	I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500		1,000				4,500	\$ 5,500
09	Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267		6,267					\$ 6,267
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432		1,500	12,932				\$ 14,432
23	Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 25,029	\$ 1,500		1,500					\$ 1,500
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289		1,500	2,000		9,789		\$ 13,289
Totals (Projects This Sheet)		\$ 127,581	\$ 80,093	\$ 47,488		\$ 11,767	\$ 14,932	\$ 1,000	\$ 13,289	\$ 6,500	\$ 47,488

FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Notes May 2013					
	\$ x 1,000				
	Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance		
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000	Remaining 2000 Measure B allocations are anticipated for the Alameda County share of ACE capital costs for various projects approved annually in a list recommended by the SJRRC. The availability of \$2M of the remaining Programmed Balance is delayed due to an advance approved in September 2011 for the I-580 EB Aux/HOT Lane project to be paid back with toll revenues.	
08A I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500	The future 2000 Measure B allocations are anticipated for future operation costs above the toll revenues available for operations as approved by the Alameda CTC in December, 2012.	
08B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500	Remaining 2000 Measure B allocations are anticipated for future project development, system management and integration, right of way and construction phases costs incurred directly by the Commission. The availability of \$4.5M of the remaining Programmed Balance is delayed due to an advance approved in September 2011 for the I-580 EB Aux/HOT Lane project to be paid back with toll revenues.	
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	The future 2000 Measure B allocations are anticipated for project development, right of way and construction phase costs incurred by the implementing agency(ies).	
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432	Remaining 2000 Measure B allocations are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies).	
23 Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 25,029	\$ 1,500	The future 2000 Measure B allocations are anticipated for projects adjacent to the interchange project. The interchange construction is complete and the inter-agency agreements related to the project funding are being closed out.	
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including up to \$1 million for costs incurred directly by the Commission.	
Totals (Projects This Sheet)	\$ 127,581	\$ 80,093	\$ 47,488		

FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Line Item Expenditures

May 2013

		\$ x 1,000 in the FY Shown										
No.	Project Title	Prior to FY 13/14	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 18/19	FY 18/19	FY 19/20	Totals
1	ACE Capital Improvements	\$ 7,183	\$ 3,500	\$ 502	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ 13,185
2	BART Warm Springs Extension	\$ 115,839	\$ 24,000	\$ 40,000	\$ 30,000	\$ 14,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,448
3	BART Oakland Airport Connector	\$ 69,051	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 89,051
4	Downtown Oakland Streetscape	\$ 762	\$ 1,750	\$ 3,846	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,358
5	Fruitvale Transit Village	\$ 4,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,435
6	Union City Intermodal Station	\$ 12,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,561
7A	Telegraph Avenue Bus Rapid Transit	\$ 6,969	\$ 4,000	\$ 540	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,509
7B	San Pablo Avenue Corridor Transit	\$ 2,262	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,262
7C	Telegraph Avenue Rapid Bus Service	\$ 10,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,672
8	I-680 Express Lane	\$ 16,938	\$ 4,000	\$ 2,959	\$ 3,000	\$ 3,000	\$ 2,925	\$ 750	\$ 1,125	\$ 500	\$ -	\$ 35,197
9	Ironhorse Trail	\$ 500	\$ 2,500	\$ 2,000	\$ 1,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,267
10	I-880/Broadway-Jackson I/C	\$ 2,321	\$ 2,500	\$ 3,282	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,103
11	I-880/Washington Ave I/C	\$ 1,334	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,334
12	I-580 Castro Valley I/C	\$ 11,325	\$ 100	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,525
13	Lewelling/East Lewelling	\$ 13,105	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,105
14A	I-580 Auxiliary Lanes - W/B Fallon to Tassajara	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500
14B	I-580 Auxiliary Lanes - W/B Airway to Fallon	\$ 1,761	\$ 925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,686
14C	I-580 Auxiliary Lanes - E/B El Charro to Airway	\$ 7,844	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,844
15	Rte 92/Clawiter-Whitesell I/C	\$ 2,104	\$ 8,000	\$ 10,000	\$ 6,933	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,037
16	Oakland Local Streets	\$ 5,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,278

FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Line Item Expenditures

May 2013

\$ x 1,000 in the FY Shown											
	Prior to FY 13/14	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 18/19	FY 19/20	Totals	
17	Hesperian/Lewelling Widening	\$ 1,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,264	
18	Westgate Extension	\$ 8,518	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,518	
19	E. 14th/Hesperian/150th Improvements	\$ 839	\$ 1,000	\$ 1,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,218	
20	Newark Local Streets	\$ 1,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,422	
21	I-238 Widening	\$ 81,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,022	
22	I-680/I-880 Cross Connector Study	\$ 740	\$ 493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,233	
23	Isabel - Route 84/I-580 I/C	\$ 23,283	\$ 1,746	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,529	
24	Route 84 Expressway	\$ 19,641	\$ 19,000	\$ 11,568	\$ 12,000	\$ 15,000	\$ 19,250	\$ -	\$ -	\$ 96,459	
25	Dumbarton Corridor	\$ 3,916	\$ 2,000	\$ 2,000	\$ 2,000	\$ 5,000	\$ 4,451	\$ -	\$ -	\$ 19,367	
26	I-580 Corridor/BART to Livermore	\$ 8,168	\$ 2,750	\$ 913	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,831	
27	Congestion Relief Emergency Fund - Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
27A	Vasco Road	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	
27B	I-80 ICM	\$ 2,799	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,799	
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 3,187	\$ 2,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,350	
27D	CWTP/TEP Development	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50	
27E	Studies for Congested Segments/Locations on the CMP	\$ -	\$ 450	\$ 101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 551	
Totals		\$ 451,093	\$ 100,877	\$ 80,690	\$ 55,200	\$ 37,609	\$ 26,626	\$ 1,750	\$ 2,125	\$ 500	\$ 756,470

FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Program Advances and Repayments

May 2013

		\$ x 1,000 in FY Shown									
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	Totals
Sources of Funds (Repayments of Advances/Loans)											
1	I-580 EB Aux/HOT Payback from Toll Revenues				\$ 250	\$ 1,500	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250	\$ 8,500
2	2012 STIP Exchange (Route 84 Expressway - South Segment)					\$ 37,030					\$ 37,030
3	Total Sources of Funds (Repayments)	\$ -	\$ -	\$ -	\$ 250	\$ 38,530	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250	\$ 45,530

		\$ x 1,000 in FY Shown									
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	Totals
Uses of Funds (Expenditures for Advances)											
4	I-580 EB Aux/HOT Expenditures funded by Loan	\$ 1,500	\$ 6,000	\$ 1,000							\$ 8,500
5	2012 STIP Exchange (See Project Detail Sheet)	\$ 6,500	\$ -	\$ -	\$ -	\$ 30,530	\$ -	\$ -	\$ -	\$ -	\$ 37,030
6	Total Uses of Funds (Expenditures)	\$ 8,000	\$ 6,000	\$ 1,000	\$ -	\$ 30,530	\$ -	\$ -	\$ -	\$ -	\$ 45,530

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FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Advances - 2012 STIP Exchange Project Detail Sheet May 2013						
		\$ x 1,000 in FY Shown				
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17
STIP Exchange Projects						Totals
1	East Bay Bus Rapid Transit (AC Transit)					\$ 5,000 \$ 5,000
2	I-880/Broadway-Jackson (Alameda)					\$ 2,500 \$ 2,500
3	Crow Canyon Road Safety Improvements (Ala. County)					\$ 1,000 \$ 1,000
4	Niles Canyon Rd (Rte 84), Paloma Rd and Pleasanton-Sunol Rd Intersection (Ala. County)					\$ 1,500 \$ 1,500
5	East-West Connector (Alameda CTC)					\$ 14,300 \$ 14,300
6	I-880 Reconstruction, 29th/23rd (Alameda CTC)	\$ 1,000				\$ 1,000
7	I-880/Mission Blvd (Rte 262) Phase 1B/2 Interchange Completion (VTA)	\$ 3,500				\$ 3,500
8	Automall Parkway Project (Fremont)					\$ 3,500 \$ 3,500
9	42nd Ave/High St Access Improvement (Oakland)					\$ 2,000 \$ 2,000
10	Route 85/Hesperian Blvd/150th Ave Channelization Improvements (San Leandro)	\$ 1,000				\$ 1,000
11	RIP-TE Payback of TE Capacity to San Mateo County (TBD)					\$ 200 \$ 200
12	RIP-TE Reserve (Alameda CTC)					\$ 530 \$ 530
13	RIP-TE I-880 SB HOV Lane Widening Project Landscape/Hardscape at Marina/Davis I/C (Alameda CTC)	\$ 1,000				\$ 1,000
14	Totals	\$ 6,500	\$ -	\$ -	\$ -	\$ 30,530 \$ 37,030



Memorandum

DATE: May 02, 2013

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Trinity Nguyen, Senior Transportation Engineer
Arun Goel, Project Controls Engineer/680 Operations

SUBJECT: I-680 Southbound Express Lane (ACTIA No. 8A) – Approval of Contract Amendments to the Professional Services Contracts with ETC, Novani and CDM Smith

Recommendation

It is recommended the Commission approve authorization for the Alameda CTC Executive Director to execute the following items in support of the FY 2013/14 Operations and Maintenance of the Southbound I-680 Sunol Express Lane Project (“the Project”):

1. Amendment No. 4 to the Agreement (CMA#A09-028) with Novani, LLC to: 1) extend the term of the Agreement for one year, from July 1, 2013 to June 30, 2014, and, 2) include additional compensation for its continued services in FY 2013/14, in the amount of \$71,000, for a total not to exceed amount of \$219,100. The time extension and additional compensation are needed to provide IT technical, hardware and communication support, in addition to host the computer servers for the Project’s Toll Data Center at the Server Center.
2. Amendment No. 1 to the Agreement (CMA#A08-001) with Electronic Transaction Consultants Corporation to: 1) extend the term of the Agreement for one year, from July 1, 2013 to June 30, 2014, and, 2) include additional compensation for its continued services in FY 2013/14, in the amount of \$200,000, for a total not to exceed amount of \$7,564,219. The time extension and additional compensation are needed to provide additional funds necessary for the 3rd Year Maintenance Agreement that will provide necessary field maintenance required for the Express Lanes, including back office and remote support for the dynamic pricing application.
3. Amendment No. 8 to Consultant Services Agreement (CMA#A04-007) with CDM Smith (Wilbur Smith Associates), to: 1) extend the term of the Agreement for one year, from July 1, 2013 to June 30, 2014, and, 2) include additional compensation for its continued services in FY 2013/14, in the not-to-exceed amount of \$50,000. This would bring the total Agreement amount to \$2,257,821. The time extension and additional compensation

to provide on-call services for specialized analysis of toll/revenue data and presenting Project and Industry trends to the I-680 Sunol Smart Carpool Lane Joint Powers Authority (“JPA”).

Sufficient funding for Commission’s actions on the above items are included in current project financial plan and the JPA Budget for FY2013/14.

Summary

The Southbound I-680 Express Lane, which opened to traffic in September 2010, is the first operational express lane facility in Northern California. The Alameda CTC, acting as the managing agency of the JPA, accepted the final systems from the System Integrator on April 30, 2012. The Project since moved into the operation and maintenance phase. The FY 2013/14 will be the second year when the toll funds will support a significant portion of the Project’s operating expenses, while part of the expenses will be subsidized by Project grant funds.

Discussion

Novani, LLC has been assisting the agency with IT technical, hardware and communication support and hosting the servers for the Toll Data Center (TDC), where all traffic data from the Project are sent and processed through the dynamic pricing algorithm application. The TDC also hosts the servers for the East Bay Smart Corridor where all traffic data is sent and processed before it is sent back to the cities. The servers are placed in a secured, environmentally controlled and structurally sound building with 24 hour power supply and communication redundancy.

The agency has been utilizing consultant services for the specialized system management and operations services. Wilbur Smith Associates staff has been retained to provide these specialized services through an on-call contract for specialized analysis of toll/revenue data and presenting Project and Industry trends to the JPA.

Action 1:

Novani LLC has been providing services since 2009 for hosting the servers including providing communication bandwidth. Their staff services are necessary for continuing the toll operations. A summary of amendments is provided as Attachment A to this item.

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the Agreement with Novani LLC (CMA#A09-028), for extending the term of the Agreement to June 30, 2014 and including additional compensation of \$71,000.

Action 2:

Electronic Transaction Consultants Corporation has been providing services since 2008 as the System Integrator for the I-680 Express Lane Electronic Systems. Following the delivery of the Express Lane and acceptance of the final systems, their staff services are necessary for field maintenance, back office, and remote support for the dynamic pricing application. A summary of amendments is provided as Attachment A to this item.

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the Agreement with Electronic Transaction Consultants Corporation (CMA#A08-001),

for extending the term of the Agreement to June 30, 2014 and including additional compensation of \$200,000.

Action 3:

CDM Smith (previously known as Wilbur Smith Associates) previous tasks included validation of the System Integrator dynamic pricing algorithm for its capability to meet the contract's requirements and the development of the Express Lane Operations Manual needed to document all policies, procedures, parameters and functional requirements of how the express lane operates. The time extension and additional compensation will provide on-call services for specialized analysis of toll/revenue data and presenting Project and Industry trends to the JPA. A summary of amendments is provided as Attachment A to this item.

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the Agreement with CDM Smith (CMA#A04-007), for extending the term of the Agreement to June 30, 2014 and including additional compensation of \$50,000.

Fiscal Impact

Action 1:

Approval of the requested action will encumber additional \$71,000 of Measure B funds. The existing allocated amount of Measure B funds for the Project includes sufficient capacity.

Action 2:

Approval of the requested action will encumber additional \$200,000 of Operating Revenues from JPA funds. The existing amount of JPA funds for the Project is included in the JPA FY2013/14 budget.

Action 3:

Approval of the requested action will encumber additional \$50,000 of Measure B funds. The existing allocated amount of Measure B funds for the Project includes sufficient capacity.

Attachment(s)

Attachment A: Summary of Amendments

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Summary of Amendments
Southbound I-680 Sunol Express Lane Project - Consulting Services Agreements

Agreement No.	Date	Original/ Amendment	Amount of Amendment	Total Contract Amount	Description
CMA#A09-028 w/ Novani LLC	January 2010	Original		\$ 23,800	Provide technical assistance with Project systems
	April 2010	Amend. 1	0	\$ 23,800	Extend the term of the original agreement by 15 months, for no additional compensation.
	June 2011	Amend. 2	\$ 57,300	\$ 81,100	Host computer server (colocation) for Project traffic/revenue data management
	June 2012	Amend. 3	\$ 67,000	\$ 148,100	Host computer server (colocation) for Project traffic/revenue data management & dashboard reporting upgrades
	May 2013	Proposed Amend. 4	\$ 71,000	\$ 219,100	Host computer server (colocation) for Project traffic/revenue data management & dashboard reporting upgrades
	December 2008	Original		\$ 7,364,219	Provide system integrator phase services, including development of the toll system and installation of toll equipment
CMA#A08-001 w/Electronic Transaction Consultants Corporation	May 2013	Proposed Amend. 1	\$ 200,000	\$ 7,564,219	Provide 3rd year of maintenance and operation
	December 2004	Original		\$ 647,365	Provide advise on toll systems and facilitate civil design
CMA#A04-007 w/ CDM Smith (Wilbur Smith)	July 2007	Amend. 1	\$ 193,836	\$ 841,201	Provide additional toll system management services
	September 2008	Amend. 2	\$ 45,000	\$ 886,201	Provide system integrator phase services, including selection of an completing detail design documentation
	August 2009	Amend. 3	\$ 249,620	\$ 1,135,821	Provide system management oversight services, pre-operational field testing conducted by the system integrator
	May 2010	Amend. 4	\$ 350,000	\$ 1,485,821	Provide revenue forecasting and continued system management oversight services
	April 2011	Amend. 5	\$ 400,000	\$ 1,885,821	Provide systems operations and performance monitoring, testing for system acceptance
	January 2012	Amend. 6	\$ 178,000	\$ 2,063,821	Provide systems oversight, final system acceptance and maintenance/operation monitoring services
	June 2012	Amend. 7	\$ 144,000	\$ 2,207,821	Provide oversight on system maintenance and operation data manipulation
	May 2013	Proposed Amend. 8	\$ 50,000	\$ 2,257,821	Provide oversight on system maintenance and operation data manipulation

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Memorandum

DATE: May 02, 2013

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Gary Sidhu, Project Controls Team

SUBJECT: I-680 Northbound Express Lane (ACTIA No. 8B) – Approval of a Cooperative Agreement with California Department of Transportation (Caltrans)

Recommendation

It is recommended that the Commission approve authorization for the Executive Director to enter execute a Cooperative Agreement with Caltrans for the Project Report and Environmental Document (PA&ED) approval phase of the I-680 Northbound Express Lane Project.

Summary

The I-680 Northbound Express Lane Project will widen I-680 from State SR237 in Santa Clara County to SR 84 in Alameda County and construct a northbound High Occupancy Vehicle (HOV)/Express Lane on I-680. The project is intended to provide a number of benefits including: 1) reduce traffic congestion; thereby enhancing mobility along this corridor; 2) reduce travel time and improve travel reliability; 3) reduce congestion related accidents; thereby enhancing safety. The express lane facility will allow solo drivers to access unused capacity in the HOV lane for a fee while allowing carpool users to travel at no cost.

Caltrans completed the PA&ED for the I-680 Northbound HOV Project in June 2005. In mid-2011, the Alameda CTC initiated an effort to convert an already approved I-680 Northbound HOV Lane Project to a combined I-680 Northbound HOV/Express Lane facility. However, in August 2011, in response to a writ filed by a local city, the Alameda County Superior Court directed the Department (Caltrans) to vacate the Environmental Document (ED) prepared for the I-680 Northbound HOV Lane Project in its entirety. Given the Court's direction, in late 2011 Caltrans and Alameda CTC determined that a Project Initiation Document (PID) and a completely new and higher level of ED was needed to obtain environmental clearance for the project; involving expanded preliminary engineering, traffic analysis, and technical studies.

Alameda CTC is the sponsor of this project and implementing agency for the PA&ED phase. As such, Alameda CTC is the implementing agency for both California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) related studies. Caltrans is the lead agency for both CEQA and NEPA. Alameda CTC will be responsible for preparing documentation

for CEQA and NEPA compliance. Caltrans will provide Independent Quality Assurance (IQA) with regard to CEQA and NEPA compliance at no cost to Alameda CTC. Caltrans will also coordinate with state and federal resource agencies for various reviews and approvals.

This Cooperative Agreement between the ACTC and Caltrans is necessary to cover roles and responsibilities during the PA&ED phase of this project. Staff is recommending that the Commission authorize the Executive Director to enter into the Cooperative Agreement.

Fiscal Impact

There is no fiscal impact at this time.

Attachment(s)

Attachment A: Caltrans approved Cooperative Agreement.