



ALAMEDA COUNTY TRANSPORTATION COMMISSION
MINUTES OF JANUARY 27, 2011
OAKLAND, CALIFORNIA

1. Call to Order/Pledge of Allegiance

2. Roll Call

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

3. Public Comment

There was no public comment.

4.0 Chair/Vice-Chair's Report

5. Approval of Consent Calendar

5B. Bicycle and Pedestrian Grant Funds:

5B1. Approval of Reallocation of Measure B Funds from the San Leandro Bay Trail Slough Bridge Project

5B2. Approval of Measure B Funds for Bike to Work and Step into Life Promotions and Bicycle/Pedestrian Counts

5C. Approval of Revised Lifeline Transportation Program

5D. Approval of Countywide Safe Routes to School (SR2S) Program Request for Proposals Release

5E. Review Transportation Fund for Clean Air (TFCA) Program FY 2011/12 Call for Projects Information

5F. Review of Project Study Report/PID Strategy for FY 2010/11

5G. Approval of Measure B Funding Allocation to the Construction Phase of the I-238 Widening Project and Authorization for Executive Director to execute the necessary Funding Agreements and/or Amendments to Funding Agreements to reflect the Allocation (ACTIA 21)

5H. Approval of Measure B Funding Allocation and Other Necessary Actions to Obtain Environmental Clearance for the ACTIA Measure B-funded I-880/Broadway-Jackson Interchange Improvement Project (ACTIA 10)

5I. I-580 Eastbound Express Lane Project - Approval of the preparation and issuance of a Request for Proposals (RFP) to obtain a System Manager contract

5J. I-580 Westbound Express Lane Project - Approval for Staff to Prepare and Release a Request for Proposals (RFP) to Prepare a Project Study Report

5K. Approval of I-580 San Leandro Soundwall Project Contract Acceptance

5L. Approval of Revised ACTIA Sales Tax Budget for FY 2011-12

5M. Approval of FY 2010-2011 Budget – Second Quarter Update for ACCMA

5N. Approval of Interim Benefits Resolution

- 5O. Approval of Agency Work Program and Executive Director's Objectives for FY 2010-11
- 5P. Approval of Amendment No. 1 to the Professional Services Agreement with the Bay Area Program Management Group, LLC (A10-0017) for additional and deferred program and project management services from previous fiscal year
- 5Q. Approval of the Consolidated Annually Renewed Contracts Plan for Administrative Services for Fiscal Year 2011-12

Item 5P was pulled from the Consent Calendar. A motion to approve the consent calendar was made by Director Blalock; a second was made by. The motion passed 19-0.

After some discussions on Item 5P, a motion to approve staff recommendation was made by Director Harper; a second was made by Mayor Kamena. The motion passed 19-0.

6. Community Advisory Committee Reports

6A. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata stated that BPAC last met on December 9, 2010. At this meeting BCAP took action on three items. BPAC provided input to the Update to the Bicycle Pedestrian Plan specifically on the chapters: Evaluation of Current Practices and Vision, Goals, and Objectives. They also commended the City of San Leandro for prudent management of grant dollars in the construction of the San Leandro Slough Bridge by saving \$975, 000. They decided to recommend the use of these funds as follows: \$125,000 to San Leandro to recover design costs, \$65,000 previously approved to fund the matching grant for the Safe Routes 2 School BikeMobile Project, \$484,500 to fund the East Bay Greenway project, and \$299,500 to be returned to the discretionary fund for future use. BPAC could not agree to fund the extension of the Marina Bay Trail segment of the Bay Trail because this was a new project that they have not reviewed and evaluated. However, BPAC recommended \$30,000 in funding the following: \$10,000 for Alameda County 2011 Bike to Work Day promotion, \$5,000 in additional funding for the new Step into Life Pedestrian campaign, and \$15,000 to conduct pedestrian and bike counts in 2011. She also said that Jeremy Johansen of San Leandro attended his first committee meeting and BPAC have one vacancy at present.

6B. Citizens Advisory Committee (CAC)

Barry Ferrier stated that the CAC held their meeting and the Central County Transportation Forum on January 20, 2011 at the Hayward City Hall. He said that staff gave an overview of what is happening on the CWTP-TEP and encouraged them to actively participate in public outreach. Some of the areas covered were: SB 375 and its impact on land use, planning and funding, an overview of the briefing book and its purpose, the overall Process Map and Schedule for the CWTP-TEP planning effort for all of 2011 and 2012, the four public workshops coming up in late February and early March, and the Outreach Toolkit. The following presentations were also made during the Transportation Forum: (a) the newly formed Alameda CTC; (b) the Regional and Countywide Transportation Planning Effort; (c) East Bay Green Way; (d) Senior Travel Training; (e) 1-880 Corridor Improvements; (f) Route 238 Improvements through Hayward; and (g) Lewelling/East Lewelling Blvd. Widening Project. He said that the next CAC meeting and East County Transportation Forum is scheduled on April 21, 2011 at the Dublin City Hall.

6C. Citizens Watchdog Committee (CWC)

James Paxson, stated that CWC met on January 10, 2011. They reviewed the audit and compliance reports presented to the Commission and he is happy that these reports are available on the web for the

public to see. Some of the substantive comments they have on the reports is to receive information regarding outstanding fund balances of the agencies and the intent for their use. He also said that at the meeting they received a briefing on the regional transportation SCS process and the Countywide Transportation Plan, leadership training by MIG, and a review of the Brown Act. He said that their next meeting is scheduled on March 14.

6D. Paratransit Advisory and Planning Committee (PAPCO)

Carolyn Orr, Vice Chair of PAPCO stated that PAPCO met on January 24, 2011 and discussed different options for Gap funding and will bring their recommendations to the Commission in the coming months. She said that they received a presentation on the Outreach Toolkit for the Countywide Transportation Plan. She also stated that Ana-Marie Jones from Collaborating Agencies Responding to Disasters (CARD) helped them conduct a preparedness drill called a “slo-mo-go” and they learned about options for people with different abilities to protect themselves or shelter in an emergency. She said that they will begin to plan for their Annual Mobility Workshop in July, learn about Clipper for seniors and people with disabilities, review programs’ reports and applications for funding, and provide more input on the Countywide Pedestrian and Bicycle Plans Update. She informed the Commission that current vacancies in PAPCO are with LAVTA, and the Cities of Alameda, Albany, Newark, Piedmont, and San Leandro.

7. Planning, Policy and Legislation Committee Action Items

7A. Approval of 2011 Congestion Management Program (CMP) Update Schedule and Issues

Saravana Suthanthira stated that the CMP legislation requires the CMA to develop, adopt, and update a CMP every two years. The core elements to be included in the CMP are: (a) Level of Service Standards (LOS); (b) Performance Element; (c) Travel Demand Element; (d) Land Use Analysis Program; (e) Seven Year Capital Improvement Program; and (f) Other-Countywide Travel Demand Model. She also discussed the seven new issues to be addressed: (1) Identify how to use the CMP as a tool to better manage and formulate strategies for an effective Alameda County transportation system; (2) Include CWTP-TEP development outcomes; (3) Explore multi-modal LOS standards and its applicability to CMP; (4) Update in the context of SB 375; (5) Identify potential Corridor or Area based plans and studies in the county; (6) Update CEQA requirements in the context of CMP; and (7) Incorporate Vehicle Registration Fee projects, guidelines and policies. She recommended that the Commission approve the schedule and summary of issues to address in the update of 2011 CMP. A motion to approve staff recommendation was made by Councilmember Reid; a second was made by Supervisor Haggerty. The motion passed 23-0

7B. Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information

Beth Walukas presented an update on SCS/RTP and CWTP-TEP. She presented the different regional and countywide planning activities scheduled for the first quarter of 2011. She discussed the initial vision scenario. She also presented a summary of the Alameda CTC Board Retreat breakout session discussion. She said that there were seven key themes in the 2010 Retreat: (1) get incentives right; (2) The private sector must be at the table; (3) land use reform is not just about housing; (4) need to provide rich and diverse transportation choices; (5) whatever is built, it must also be operated and maintained; (6) new technologies must continue to be developed and utilized; (7) project and program priorities must emphasize all modes. This item was for information only.

7C. Approval of 2011 Alameda CTC Legislative Program**7D. Legislative Update**

Tess Lengyel discussed Items 7C and 7D. On legislative update, she stated that Governor Brown's budget proposal includes \$84.6 billion in General Fund spending for 2011-12. The proposed budget includes \$12.5 in spending reductions, \$12 billion in revenue extensions and modifications, and \$1.9 billion in other solutions to close the gap. She also discussed the Governor's proposed gas tax swap. On the federal update, she stated that support for infrastructure was evident on the President's State of the Union's speech. However, he wily I not sign any bills that have earmarks in them. She said that staff responded to a request from Congressman Garamendi to submit projects but unfortunately, last week he was taken off of the Transportation and Infrastructure Committee.

She recommended that the Commission approve the 2011 Alameda CTC Legislative Program approved at the PPLC meeting with the inclusion of seismic safety upgrades as part of the general funding priorities, and HOT lane implementation to include standardizing toll lane striping between state and federal requirements under project delivery priorities. She also recommended that the Commission support the Governor's budget on the gas tax swap. A motion to approve staff recommendations was made by Supervisor Haggerty; a second was made by Vice Mayor Chiang. The motion passed 23-0

8. Programs and Projects Committee Action Items

On Consent.

9. Finance and Administration Committee Action Items**9A. Presentation of Independent Review of Specific Financial Functions of the former Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA)**

Arthur Dao stated that the merger provided a good opportunity to review essential functions and it was a management-level review and not a detailed audit. The main goal was to identify "hot spots" requiring immediate attention. A summary of the key findings are as follows: (a) There were no fatal flaws; (b) Budgeting challenges and alignment of expenses and revenues need to be addressed in the near term to achieve long term financial sustainability; (c) Policy reconciliation and documentation of procedures would facilitate consistent and accurate budgeting and administration; and (d) Additional research could support consolidation of cost allocation procedures, funding stability for CMA core functions, and formalized methods for local fund exchanges. He added that he will be presenting a business plan to the Commission next month. Director Harper requested clarifications on the CMA's direct cost charging and local fund exchanges.

There was one public comment from Sanjiv Handa of East Bay News Service. He said that the previous agencies did not do a good job on public records request. He is requesting that the merged agency be more responsive to such requests including requests for RFPs and to deal with Brown Act issues promptly.

9B. Approval to Interview Firms then Negotiate and Execute a Contract with the Top-ranked Firm for Public Opinion Research Services for Development of a Transportation Expenditure Plan

Tess Lengyel recommended approval of the top-ranked firm, EMC Research, Inc. for the Public Opinion Research Services for Development of a Transportation Expenditure Plan in response to Alameda CTC RFP No. A10-007. She also recommended authorization to negotiate and execute an agreement for these services. A motion to approve staff recommendation was made by Director Harper; a second was made by Director Blalock. The motion passed 23-0.

Sanjiv Handa of East Bay News Service commented that in developing the transportation expenditure plan, the Alameda CTC should keep in mind the needs of an average senior, an average motorist, an average person with disability, and an average pedestrian.

9C. Approval of the Designation of the Alameda County Transportation Commission (Alameda CTC) Finance Director as the Treasurer/Auditor for the Alameda County Congestion Management Agency (ACCMA)

Patricia Reavey recommended that the Commission approve the designation of the Alameda CTC Executive Director, Arthur Dao, and Finance Director, Patricia Reavey, as the officers authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund (LAIF) for ACCMA, ACTIA and ACTA. A motion to approve staff recommendation was made by Director Harper; a second was made by Vice Mayor Chiang. The motion passed 23-0.

10. CLOSED SESSION

10A. Closed Session: Confer with legal counsel regarding personnel matters pursuant to Government Code §54957

10B. Report on Closed Session

Legal Counsel stated that there was no need for a closed session.

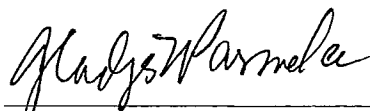
11. Staff Reports

Arthur Dao informed the Commission of an informational workshop by Supervisor Haggerty on the Regional Sustainable Communities Strategy on January 29, 2011 from 9:00 AM to 12:00 PM at the Hilton Pleasanton Masters Room. He added that representatives from the First District City Councils composed of the cities of Dublin, Fremont, Livermore, and Pleasanton are invited to this workshop.

12. Adjournment: Next Meeting – February 24, 2011 at 2:30 PM

The meeting ended at 3:43 pm. The next meeting will be held on February 24, 2011 at 2:30 pm.

Attest by:


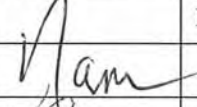
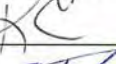

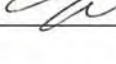
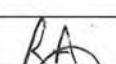
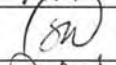




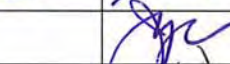
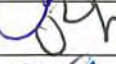


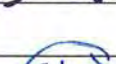


Gladys V. Parmelee
Interim Clerk of the Commission

**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
ROSTER OF MEETING ATTENDANCE**

January 27, 2011

1333 Broadway, Suite 300, Oakland, CA 94612

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

STAFF	Initials	STAFF	Initials
Arthur L. Dao – Executive Director, Alameda CTC		Tess Lengyel – Programs & Public Affairs Mgr.	<i>TL</i>
Patricia Reavey – Director of Finance		Arun Goel – Associate Transportation Engineer	<i>AKG</i>
Gladys Parmelee – Exec. Asst. & Clerk of the Commission	<i>gmp</i>	Anees Azad – Manager of Finance & Admin.	<i>AA</i>
Yvonne Chan – Accounting Manager		Lei Lam – Senior Accountant	
Christina Muller – Administrative Manager		Linda Adams – Executive Assistant	
Cyrus Minoofar - Manager of ITS	<i>CM</i>	Liz Brazil – Contracts Administrator	
Matt Todd - Manager of Programming	<i>MT</i>	Jacki Taylor – Programming Liaison	<i>JTI</i>
Ray Akkawi – Manager of Project Delivery		Laurel Poeton – Engineering Assistant	<i>LP</i>
Beth Walukas – Manager of Planning	<i>BW</i>	Victoria Winn – Administrative Assistant III	<i>VW</i>
Saravana Suthanthira, Senior Transportation Planner	<i>SS</i>	Claudia Leyva - Administrative Assistant III	
Diane Stark, Senior Transportation Planner	<i>DS</i>	Libby Hendrickson - Administrative Assistant II	<i>LH</i>
Bijan Yarjani – Senior Transportation Engineer	<i>BY</i>	Myrna Portillo - Administrative Assistant I	<i>MP</i>
Steve Haas – Senior Transportation Engineer		Frank R. Furger – Executive Director, I-680 JPA	
John Hemiup – Senior Transportation Engineer		James O'Brian	
Vivek Bhat - Senior Transportation Engineer	<i>VB</i>	Patty Sew - Accountant	<i>PS</i>

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
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2. <i>Midori Tabata</i>	<i>ACTC BPAC</i>	<i>510 562 8988</i>	<i>midori@pacbell.net</i>
3. <i>Rat Mossburg</i>	<i>Oak/Larry Reid</i>	<i>510.238.7593</i>	<i>pmossburg@oaklandnet.com</i>
4. <i>Shannon Gaffney</i>	<i>NWC</i>	<i>415.896.6945</i>	<i>shannon@nwc01.com</i>
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8. <i>Sara L. Batt</i>	<i>EMC Research</i>	<i>510 844-0680 x302</i>	<i>sara@emcresearch.com</i>
9. <i>Rev. Carolyn M. ORR</i>	<i>pap co</i>	<i>510-436-0537</i>	
10. <i>ANDREA GILERUM</i>	<i>JACOBS</i>	<i>510-457-0054</i>	<i>andrea.gilerum@jacobs.com</i>
11. <i>BARRY FERRIER</i>	<i>ACTC-CAC</i>	<i>510 489-4767</i>	<i>BFERRIER2@CS.COM</i>
12. <i>Emily DUNCAN</i>	<i>Union City/Alternate</i>	<i>510-471-9454</i>	<i>emilyd@shglocal.net</i>

(over)

	<u>NAME</u>	<u>Jurisdiction</u>	<u>Phone</u>
13.	Chris Miley	Alameda County BOS, Lockyer	(510) 272-6676
14.	Nathan London	AC TRASH	Christopher.Miley@calgov.org 510-891-4792
15.	TRISH REAVEY	ALAMEDA CTC	(510) 267-6130
16	Mike Tassano	Pleasanton	(925) 931-5670
17	Donna Lee	BART	(510) 464-6282
18	James Paxson	ACTC CWC	925.734.6510
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Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Approval of Tri-Valley Triangle Study Final Plan Recommendations: Projects Re-Sequencing**

Recommendations

It is recommended that the Commission reconsider the project implementation sequencing included in the Tri-Valley Triangle Study Final Plan that was approved by the Alameda County Congestion Management Agency's (ACCMA) Board on June 26, 2007. The Commission is also requested to approve the project implementation sequencing included in the attached Hybrid 1A Option (Attachment A) with the following condition:

- The Tri-Valley transportation and priorities commitments in the executed *Policy Statement Regarding Transportation Priorities and Commitments in the Tri-Valley* (Attachment C) be implemented, specifically with Stoneridge Drive be constructed, open to traffic and connected to El Charro Road before construction can begin on State Route 84 as a four lane facility between Pigeon Pass and Interstate 680.

Summary

The ACCMA, now Alameda CTC, working with the local and regional partners from 2004 through 2007 on the Tri-Valley Triangle Study Final Plan, developed a long range plan for sequencing and implementing transportation projects that would benefit the region in the I-580, I-680 and Route 84 corridors. The Study was led by an appointed Policy Advisory Committee and supported by a Technical Advisory Committee. At its March 26, 2007 meeting, the Policy Advisory Committee could not reach consensus on a final plan and forwarded two options to the ACCMA Board for consideration: Hybrid 1A and Hybrid 1 (Attachments A and B). The only difference between the two options is that Hybrid 1A added the State Route 84 project as project number 7 and Hybrid 1 did not include State Route 84 at all.

In 2007, the ACCMA Board considered both options at its April and again at its June meetings and ultimately approved a variation of Hybrid 1, which added State Route 84 as project number 12. In Fall 2010, the four Tri-Valley jurisdictions developed an agreement entitled Policy Statement Regarding Transportation Priorities and Commitments in the Tri-Valley (Attachment C) that identified local and regional transportation priorities and commitments in the Tri-Valley area. The Policy Statement includes a request to Alameda CTC for approval of Hybrid 1A from the Triangle Study and includes State Route 84 Widening as Project 7 on the list. In view of the local consensus on the local and

regional transportation priorities and based on their request, the Alameda CTC Board is requested to reconsider the Tri-Valley Triangle Study sequencing and implementation of projects and approve Hybrid 1A on condition that local transportation priorities agreed to in the Policy Statement Regarding Transportation Priorities and Commitments in the Tri-Valley be implemented, including that Stoneridge Drive be constructed, open to traffic and connected to El Charro Road before construction can begin on State Route 84 between Pigeon Pass and Interstate 680.

Discussion

The I-580, I-680 and State Route 84 corridors in the Tri-Valley are important gateway travel corridors from San Joaquin and Contra Costa counties into Alameda County and to the Silicon Valley. Since 2001, the I-580 corridor in the Tri-Valley has been consistently ranked the second and third or fourth most congested location in the Bay Area region. Given the importance of these three corridors in maintaining better connections and mobility within the county and the region, several transportation improvement projects and studies were undertaken.

Tri-Valley Triangle Study

The ACCMA, now the Alameda CTC, worked with the local and regional partners from 2004 through 2007 on the Tri-Valley Triangle Study. The purpose of the Study was to develop, by consensus, a long range plan for sequencing and implementing transportation projects that would benefit the region in the I-580, I-680 and Route 84 corridors. The study was done under the direction of an appointed Policy Advisory Committee consisting of two representatives from the three cities (Dublin, Livermore and Pleasanton) and Alameda County and a Technical Advisory Committee consisting of city and county staff, Caltrans and the Alameda County Transportation Improvement Authority (ACTIA), who is also now part of Alameda CTC.

After two years of effort, the Tri-Valley Triangle Study Final Plan identified twelve transportation improvement projects, which are shown in Hybrid 1A (Attachment B). At its final meeting on March 26, 2007, the Policy Advisory Committee could not reach consensus on a final plan and adopted Hybrid 1, without the State Route 84 project, on a vote of 6 to 2 and forwarded two options to the ACCMA Board for consideration: Hybrid 1A and Hybrid 1 (Attachments A and B). The only difference between the two options is that Hybrid 1A added the State Route 84 project as project number 7 and Hybrid 1 did not include State Route 84 at all.

The CMA Board initially adopted Hybrid 1 (without State Route 84) at its April 26, 2007 Board meeting. However, at its June 26, 2007 Board meeting, this item was reconsidered and a variation of Hybrid 1 was approved. The ACCMA Board approved Hybrid 1 with State Route 84 inserted as the last project (12th) on the list with the condition that when local transportation improvement priorities, including adding the Stoneridge Drive Extension back into the arterial system, were established by the local jurisdictions, the ACCMA Board would reconsider its support of Hybrid 1A, which includes State Route 84 as the 7th project on the list.

Policy Statement Regarding Transportation Priorities and Commitments in the Tri-Valley

Understanding the need for coordinated transportation improvements to sustain and support a viable local and regional roadway network, the Tri-Valley jurisdictions jointly developed and adopted a Policy Statement regarding the Transportation Priorities and Commitments in the Tri-Valley

(Attachment C) in the Fall 2010. The policy statement identifies the local transportation priorities in two phases:

- Phase 1: consists of the following arterial connections: Dublin Boulevard from its current eastern terminus to Fallon Road as a 4 lane roadway, Jack London Boulevard between Isabel Parkway and El Charro Road as a 2 lane roadway (4 lanes at the intersections of El Charro Road and Isabel Parkway) and Stoneridge Drive from its current eastern terminus to El Charro Road as a 2 lane roadway (with 4 lanes at the intersection of El Charro Road); and
- Phase 2: consists of the following arterial connections: Dublin Boulevard from Fallon road to North Canyons Parkway as a 4 lane roadway and North Canyons Parkway from its current terminus to Dublin Boulevard as a 4 lane roadway. In addition to these new arterial connections, the following roadways will be widened: Dublin Boulevard from Tassajara Road to Fallon Road to a 6 lane roadway, Jack London Boulevard to a 4 lane roadway and Stoneridge Drive to a 4 lane roadway.

The Policy Statement includes a request to the ACCMA, now Alameda CTC, to approve Hybrid 1A that includes State Route 84 as the 7th project on the list. The Policy Statement also includes a conditional support from all jurisdictions that upon construction of Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A, which includes the construction of State Route 84 as a 4 lane facility between Pigeon Pass to I-680, including ramp improvements at the SR 84/I-680 interchange and construction of a southbound auxiliary lane on I-680 from State Route 84 to Andrade Road.

The Tri-Valley jurisdictions jointly adopting a Policy Statement with a list of local transportation priorities in the Tri-Valley area is a significant step forward. In view of this important consensus and the request from the jurisdictions for the Alameda CTC Board to support Hybrid1A, which includes State Route 84 as the 7th project on the list, it is recommended that the Alameda CTC Board reconsider the Tri-Valley Triangle Study Final Plan sequencing and implementation of projects and approve alternative Hybrid 1A that includes SR 84 widening between Pigeon Pass and I-680 as project 7 on the list with a condition that local transportation priorities agreed to in the Policy Statement Regarding Transportation Priorities and Commitments in the Tri-Valley be implemented, including that Stoneridge Drive be constructed, open to traffic and connected to El Charro before construction can begin on State Route 84 between Pigeon Pass and Interstate 680. This does not preclude project development occurring on any project, including State Route 84 between Pigeon Pass and Interstate 680.

Fiscal Impact

None

Attachments

Attachment A: Alternative Hybrid 1A

Attachment B: Alternative Hybrid 1

Attachment C: Signed Policy Statement by the County of Alameda and the Cities of Dublin, Livermore and Pleasanton Regarding Transportation Priorities and Commitments in the Tri-Valley

Hybrid 1A will provide improvements (noted in the table below) to the baseline condition. The baseline is the 2007 existing condition plus the improvements shown in gray in the concept sketch and noted below.

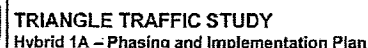
- I-580 Eastbound HOV Lane from Hacienda Dr to Greenview Rd.
- I-580 / I-580 Interchange.
- I-580 Ave (SR 84) widening to 6 lanes, and intersection / signalization improvements from I-580 to Ruby Hill Dr
- I-580 Ave (SR 84) widening in 1 lane from Ruby Hill Dr to Pleasant Pl.
- I-580 Southbound HOV from SR 84 to SR 237.
- I-580 Northbound HOV from SR 237 to Alameda Creek

* Implementation of BART RW protection is independent of the other identified improvements.

402034

Hybrid Alternative 1A operations are acceptable throughout the I-580 and I-680 study limits with slightly higher speeds on I-580 and substantially higher speeds on southbound I-680 in the morning due to the extended auxiliary lane south of Route 84. On Route 84, operations are acceptable except for queuing at I-580 eastbound in the evening peak period (0.2-mile queue). The improved Route 84 is carrying only 500 to 800 vph more eastbound and no additional vehicles westbound due to the constraints of the ramp metering from Route 84 to southbound I-680. In order to capture more regional through traffic, SR 84 would have to be upgraded and improved between I-580 and I-680 to provide: a four to six lane, high speed, access controlled highway, with interchanges to replace intersections, and freeway-to-freeway interchanges at I-580 and I-680. The following are important linkages between projects:

- The west auxiliary lanes from First Street to Isabel facilitate access to SR 84.
- Route 84 widening should precede extending the NB I-680 HOV lane north of Route 84. The NB I-680 HOV Lane is needed maximize use of the additional capacity on eastbound Route 84.
- This leads to splitting the NB I-680 HOV lane into two segments: from Alameda Creek to just past Route 84 and from Route 84 to Alcosta.
- I-680 ramp metering should precede the HOV projects or be built with them to give HOVs priority and to improve operations when there is an incident.
- The SB I-680 HOV lane should precede the I-680/I-580 system interchange improvements to give additional capacity on I-680.
- The EB I-580 climbing lane should precede an EB mixed-flow lane to give sufficient capacity on the Allamont Grade.
- An EB mixed-flow lane adds benefit to the Route 84 widening as well as improving I-680 operations.



Hybrid 1 Qualitative Rating Sheet for Recommended Phasing Sequence

Hybrid 1 will provide improvements (noted in the table below) to the baseline condition. The baseline is the 2007 existing condition plus the improvements shown in gray in the concept sketch and noted below:

- I-580 Eastbound HOV Lane from Hacienda Dr to Greenville Rd.
- I-580/I-580B interchange.
- Isabel Ave (SR 84) widening to 4 lanes, and intersection/signalization improvements from I-580 to Ruby Hill Dr.
- Isabel Ave (SR 84) widening to 4 lanes from Ruby Hill Dr to Pigeon Pass.
- I-680 Southbound HOV from SR 84 to SR 237, and
- I-680 Northbound HOV from SR 237 to Alameda Creek.

Recommended Phasing Sequence				Operational Score		Order of Magnitude Cost - 2006 \$ (millions)	Readiness Score (10 points total)				Next Step	
Rank	Component	Description	Sequence Consideration	Basis for Score	Score (H-M-L)		Funding	PSR	Free of Obstacles	Environmental Studies		
TRANSIT												
1	L	BART R/W protection on 580		No freeway operational benefit in this time frame	L	\$100-125	0.5	0.0	2.5	0.0	Project Initiation Document (actual document type TBD)	
HIGHWAYS												
1	A	580 WB HOV / HOT lane and ramp metering E of Greenville to W of Foothill ¹		Extends HOV lane, improves mainline operation, improves access for regional trips	H	\$115	2.5	2.5	2.0	0.0	Project Report and Environmental Document	
2	B	580 WB auxiliary lane First to Isabel (structure widening at creeks) ¹	Facilitates access to SR 84	Improved mainline operations at Isabel, improved mainline throughput, improved access to Isabel Avenue	M	\$10	2.5	2.5	2.5	0.0	Project Report and Environmental Document	
3	C	580 ramp metering	Improves mainline operations; should be concurrent with or precede D & F	Improves mainline operations	H	\$10	2.0	0.0	2.0	0.0	Project Study Report	
4	E	580 EB climbing lane	Should precede K	Increases capacity and auto speeds on grade	M	\$120 - \$165	2.5	0.0	2.5	0.0	Project Study Report	
5	G	580 / 680 Phase 1 Interchange Improvements		Increases capacity, reduces bottleneck on 580	M	\$245 - \$395	2.5	2.5	2.5	0.0	Project Report and Environmental Document	
6	J	580 EB - Phase 1 - Aux lanes Isabel to First		Add mainline capacity, improves mainline operations	M	\$85	0.0	0.0	2.5	0.0	Project Study Report	
7	D	680 SB HOV / HOT lane Alameda to SR 84	Should precede H	Closes HOV gap, needs to precede direct connector, improves mainline operations	H	\$175	2.0	0.0	0.0	0.0	Project Study Report	
8	H	580 / 680 Phase 2 WB to SB direct connector		Increases HOV connectivity, increases capacity, removes bottleneck on 580	H	\$750 - \$1,125	1.5	2.5	2.0	0.0	Project Report and Environmental Document	
9	F	680 NB HOV / HOT lane Alameda Cr to Alameda		Closes HOV gap, improves mainline operations	H	\$190	2.0	0.0	1.5	0.0	Project Study Report	
10	K	580 EB - Phase 2 - Mixed-flow lanes Santa Rita to Vasco		Adds mainline capacity, improves mainline operations	H	\$155	0.0	0.0	1.5	0.0	Project Study Report	
11	I	580 EB HOV / HOT lane Foothill to Hacienda		Extends HOV lane, improves mainline operation, improves access for regional trips	H	\$60	0.0	0.0	2.5	0.0	Project Study Report	

¹ Implementation of BART R/W protection is independent of the other identified improvements.

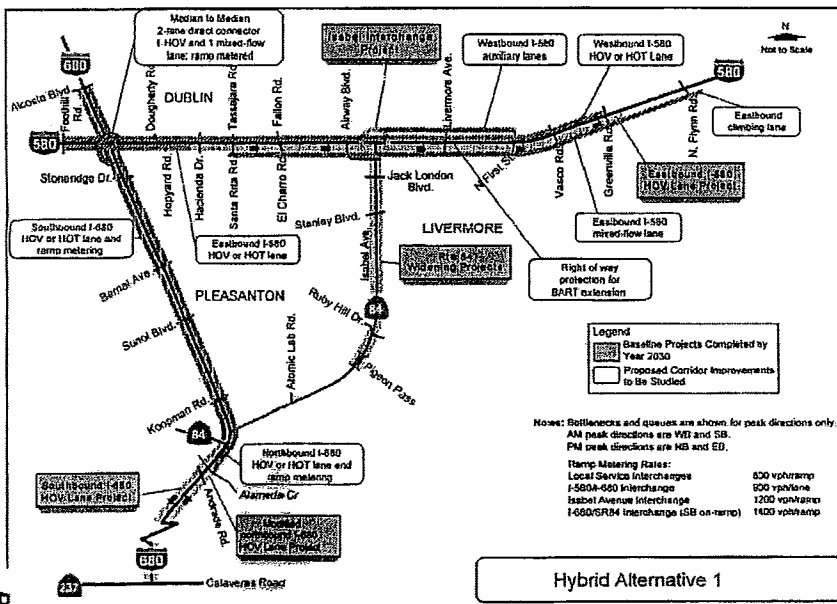
² CMAA escalated costs in 2011 is \$145.4 million for components A and B.

3/30/2007

Hybrid Alternative 1 operations are acceptable throughout the I-580 and I-680 study limits except for 1.4 miles of queuing on I-680 southbound approaching Route 84 in the morning peak. On Route 84, operations are acceptable except for queuing at Pigeon Pass and I-680 westbound in the morning peak period (1-mile queue at each location) and at Pigeon Pass and I-580 eastbound in the evening peak period (2-mile and 0.5-mile queues, respectively).

The following are important linkages between projects:

- The west auxiliary lanes from First Street to Isabel would facilitate access to SR 84.
- I-680 ramp metering should precede the HOV projects or be built with them to give HOVs priority and to improve operations when there is an incident.
- The SB I-680 HOV lane should precede the I-680/I-580 system interchange improvements to give additional capacity on I-680.
- The EB I-580 climbing lane should precede an EB mixed-flow lane to give sufficient capacity on the Altamont Grade.



Hybrid Alternative 1

TRIANGLE TRAFFIC STUDY
Hybrid 1 - Phasing and Implementation Plan

**POLICY STATEMENT
BY
THE COUNTY OF ALAMEDA
AND THE
CITIES OF DUBLIN, LIVERMORE AND PLEASANTON
REGARDING
TRANSPORTATION PRIORITIES AND COMMITMENTS
IN THE TRI-VALLEY**

Background

The Tri-Valley segment of the I-580 corridor in eastern Alameda County is one of the most heavily traveled highways in the entire nine-county Bay Area region. Its chronically congested condition in Alameda County is second only to the I-80 approach to the San Francisco Bay Bridge. The Metropolitan Transportation Commission (MTC – the planning, funding, coordinating transportation agency for the region) projects a 90 percent increase in traffic coming over the Altamont by the year 2030. I-580 also serves as a major corridor for goods movement to and from the Port of Oakland between the Central Valley and the rest of the state and nation. Container freight activity at the Port is projected to increase three-fold by 2030.

In response to the existing and projected need for expanded and enhanced transportation infrastructure in the Tri-Valley, the Alameda County Congestion Management Agency (CMA), in conjunction with Cities of Dublin, Livermore, Pleasanton, Alameda County, Caltrans and ACTIA, developed a long-range regional strategy for planned improvements that include the I-580, I-680 and SR 84 corridors. This strategy is documented in the Tri-Valley Triangle Study and was adopted by the CMA Board in June 2007.

History

Tri-Valley jurisdictions within Alameda County, comprised of the Cities of Dublin, Livermore, Pleasanton and Alameda County recognize the importance of maintaining regional mobility and have worked with the CMA since 2004 on the Tri-Valley Triangle Study with the purpose of identifying priorities within the long-range regional transportation strategy for the Tri-Valley Triangle highway corridors comprised of Interstate 580, Interstate 680 and Highway (SR) 84.

The Metropolitan Transportation Commission and Caltrans release a report each year entitled "Bay Area Locations with the Most Delay during Commute Hours." Since the 2001 report and each year thereafter, either and/or both I-580 eastbound in the p.m. and westbound commutes in the a.m. have consistently ranked in the top 5 of the top 10 most congested locations in the entire Bay Area region. In spite of periods of economic downturns over the years, chronic traffic congestion persists, reflecting the significance of this segment of I-580 as a major gateway corridor. This condition results in major impacts to Tri-Valley communities affecting air quality, local roads from motorists seeking alternative routes to I-580 and quality of life of those that live, work or travel in this corridor.

Within this context, the Tri-Valley has established a roadway network vision that works toward maintaining a viable regional system also recognizing that an equally viable local arterial system is necessary to support intraregional trips between the three cities and the county. As a result the three Cities and Alameda County have developed this agreement to **identify** the short and long term goals of the local arterial system in each member jurisdiction. It is the intent of each local agency to uphold and support the direction provided in this document and implement the local arterial improvements consistent with the outline set forth below.

Recognizing the need for a coordinated planning effort at the local and regional level and the collective benefits to the Tri-Valley as a region, the Tri-Valley Cities and County hereby support the following phased approach to the local transportation priorities in the Tri-Valley:

Phase 1:

Consists of the following arterial connections: Dublin Boulevard from its current eastern terminus to **Fallon Road** as a 4 lane roadway, Jack London Boulevard between Isabel Parkway and El Charro Road as a 2 lane roadway (4 lanes at the intersections of El Charro Road and Isabel Parkway) and Stoneridge Drive from its current eastern terminus to El Charro Road as a 2 lane roadway (with 4 lanes at the intersection of El Charro Road).

Phase 2:

Consists of the following arterial connections: Dublin Boulevard from **Fallon Road** to North Canyons Parkway as a 4 lane roadway and North Canyons Parkway from its current western terminus to Dublin Boulevard as a 4 lane roadway. In addition to these new arterial connections, the following roadways will be widened: Dublin Boulevard from Tassajara Road to **Fallon Road** to a 6 lane roadway, Jack London Boulevard to a 4 lane roadway and Stoneridge Drive to a 4 lane roadway.

With respect to these four arterials, each agency may choose to open the roadway prior to the other arterials, however, it is the intent of this agreement to have the local parallel arterial systems within each agency open at the same time for each phase.

With the adoption of this Policy Statement each agency will support a request to the CMA to adopt the project priority in Tri-Valley Triangle Study Alternative 1A.

Hybrid 1A from the Triangle Study

1. **580** WB HOV / HOT lane and ramp metering - E. of Greenville to W. of Foothill
 2. **580** WB auxiliary lane - First to Isabel, (includes structure widening at creeks)
 3. **680** ramp metering
 4. **580** EB climbing lane
 5. **580/680** interchange improvements - WB to SB, Phase 1
 6. **580** EB Phase 1 - Aux lanes - Isabel to First
 7. SR **84** widening - Pigeon Pass to **680** plus **680** SB aux lane from SR **84** to Andrade, plus **680** NB HOV/HOT Lane from Alameda Creek to SR **84**
 8. **680** NB HOV / HOT lane - SR **84** to Alcosta
 9. **680** SB HOV / HOT lane - Alcosta to SR **84**
 10. **580/680** direct connector - WB to SB, Phase 2
 11. **580** EB - Phase 2 - Mixed-flow lanes - Santa Rita to Vasco
 12. **580** EB HOV / HOT lane - Foothill to Hacienda
- BART R/W protection on **580** (order independent of the others)

Upon construction of the Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A which includes the construction of State Route **84** as a 4 lane facility between Pigeon Pass and Interstate **680**, including ramp improvements at the Route **84**/I-**680** interchange, and construction of a southbound auxiliary lane on I-**680** from Route **84** to Andrade Road. This configuration is part of the ultimate configuration which will include six lanes from I-**580** to Stanley Boulevard and four lanes from Stanley Boulevard to I-**680**.

CITY OF DUBLIN

Mayor Date

Attest:

City Clerk

CITY OF LIVERMORE

M H Kanano 9-14-10

Mayor Date

Attest:

Musan Neer

City Clerk

CITY OF PLEASANTON

Mayor Date

Attest:

City Clerk

COUNTY OF ALAMEDA

Supervisor Date

Attest:

Clerk of the Board

Hybrid 1A from the Triangle Study

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 3. 680 ramp metering
 4. 580 EB climbing lane
 5. 580/680 interchange improvements - WB to SB, Phase 1
 6. 580 EB Phase 1 - Aux lanes - Isabel to First
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 8. 680 NB HOV / HOT lane - SR 84 to Alcosta
 9. 680 SB HOV / HOT lane - Alcosta to SR 84
 10. 580/680 direct connector - WB to SB, Phase 2
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 12. 580 EB HOV / HOT lane - Foothill to Hacienda
- BART R/W protection on 580 (order independent of the others)

Upon construction of the Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A which includes the construction of State Route 84 as a 4 lane facility between Pigeon Pass and Interstate 680, including ramp improvements at the Route 84/I-680 interchange, and construction of a southbound auxiliary lane on I-680 from Route 84 to Andrade Road. This configuration is part of the ultimate configuration which will include six lanes from I-580 to Stanley Boulevard and four lanes from Stanley Boulevard to I-680.

CITY OF DUBLIN

Mayor Date

Attest:

City Clerk

CITY OF LIVERMORE

Mayor Date

Attest:

City Clerk

CITY OF PLEASANTON

Mayor Date

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- BART R/W protection on 580 (order independent of the others)

Upon construction of the Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A which includes the construction of State Route 84 as a 4 lane facility between Pigeon Pass and Interstate 680, including ramp improvements at the Route 84/I-680 interchange, and construction of a southbound auxiliary lane on I-680 from Route 84 to Andrade Road. This configuration is part of the ultimate configuration which will include six lanes from I-580 to Stanley Boulevard and four lanes from Stanley Boulevard to I-680.

CITY OF DUBLIN

CITY OF LIVERMORE

Mayor Date

Mayor Date

Attest:

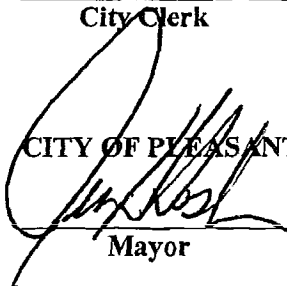
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City Clerk

City Clerk

CITY OF PLEASANTON

COUNTY OF ALAMEDA

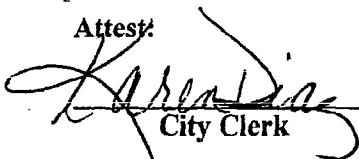
 8/25/10

Mayor Date

Supervisor Date

Attest:

Attest:



City Clerk

Clerk of the Board

Hybrid 1A from the Triangle Study

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CITY OF DUBLIN

Jim Branti 9-27-10
Mayor Date

Attest:

Carol R. Sot
City Clerk

CITY OF LIVERMORE

Mayor Date

Attest:

City Clerk

CITY OF PLEASANTON

Mayor Date

Attest:

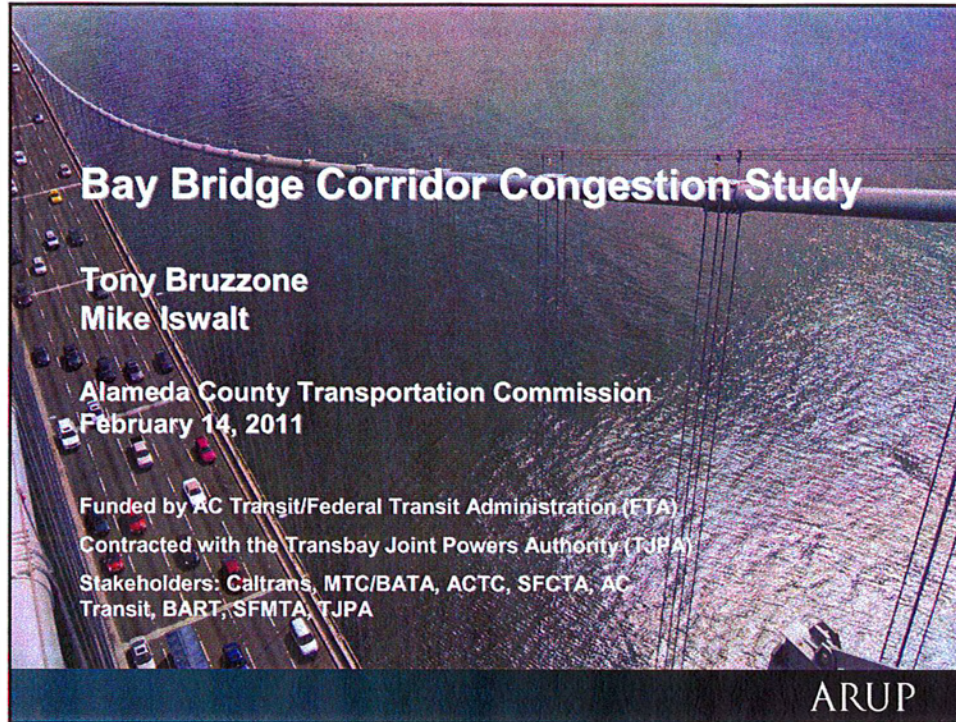
City Clerk

COUNTY OF ALAMEDA

Supervisor Date

Attest:

Clerk of the Board



The Bay Bridge Corridor Congestion Study

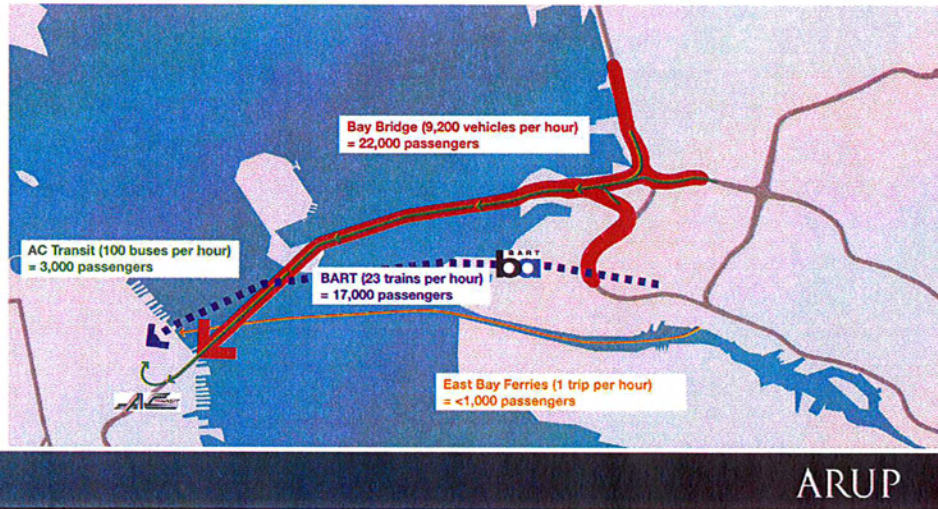
- A first look at the Corridor's projected freeway performance between the East Bay and San Francisco
- **East Bay to San Francisco during the morning commute**
 - *Investigate* if the existing bus/HOV priority measures at the Bay Bridge toll plaza will continue to allow buses to bypass queues as conditions worsen in the future
- **San Francisco "South-of-Market" (SoMa) to the East Bay during the afternoon commute**
 - *Investigate* how to better manage Bay Bridge bound traffic that queues on local SoMa streets during the afternoon



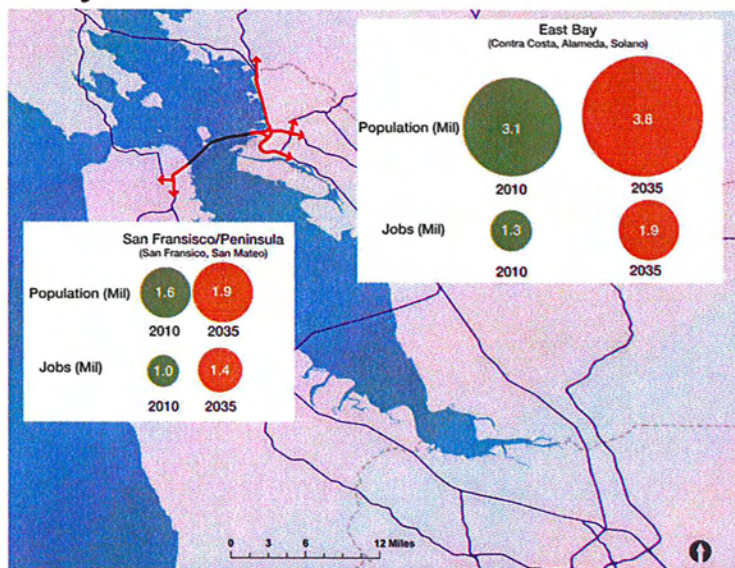
ARUP

Bay Bridge Corridor

- East Bay residents commute to San Francisco using four modes
- Approximately 130,000 commuters; 42,000 AM peak hour trips

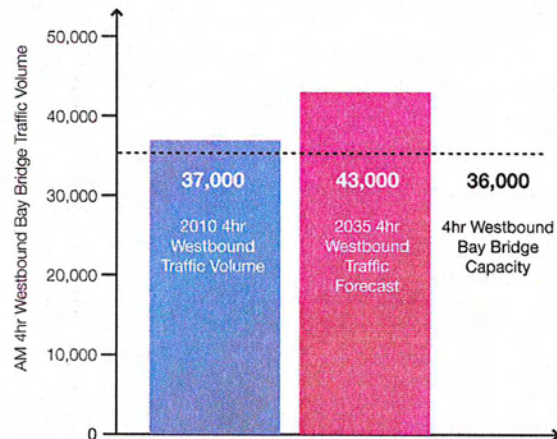


East Bay Commuters Needed to Fill These Jobs



Auto Demand Already Exceeds Capacity

- Auto demand on the Bay Bridge already exceeds capacity and conditions will only worsen

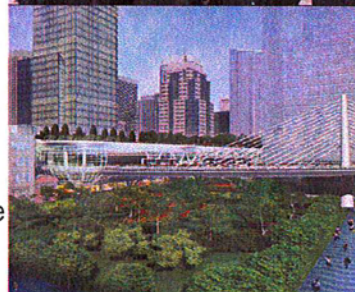


ARUP

Transit in the Bay Bridge Corridor

We need additional transit capacity in the corridor to meet future 30 year demand.

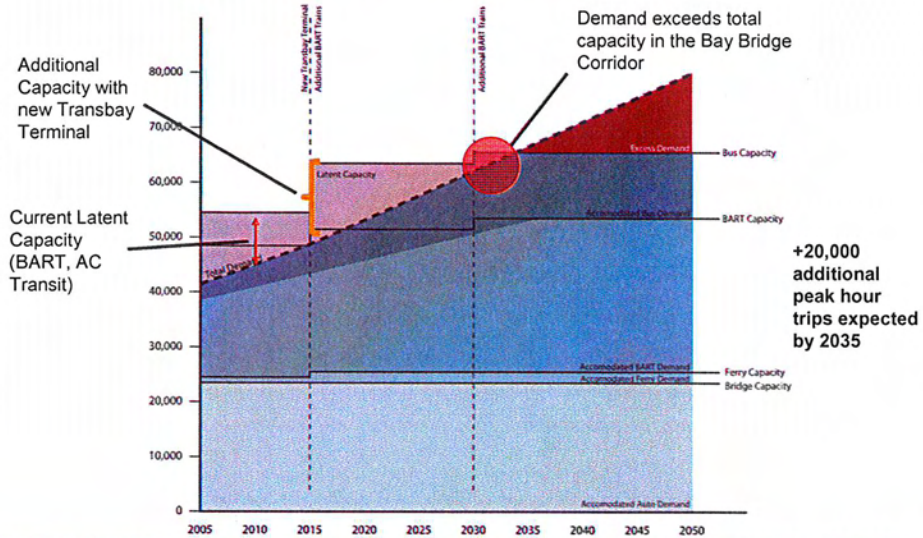
- **BART**
 - Expects to increase peak hour capacity by 8,000 – 12,000 riders
- **Additional bus service to the new Transbay Terminal Center (TTC)**
 - Bus deck can handle over 300 buses in the peak hour
 - Could serve upwards of 15,000 – 20,000 additional riders
- The **TTC** requires reliable access from the East Bay so it can be fully utilized



ARUP

BART and Bus Improvements Buy Time....

EASTBOUND PM PEAK HOUR BAY BRIDGE CORRIDOR DEMAND/SUPPLY



ARUP

But Can the Buses Get to the Bridge?

What are the Bay Bridge Constraints?

- Queuing at the Bay Bridge toll plaza and metering lights lasts from 6:30 to 10:00 AM or later
- Buses and HOVs currently use bypass lanes on most days



ARUP

Bay Bridge Toll Plaza and Metering Lights

Metering light activation

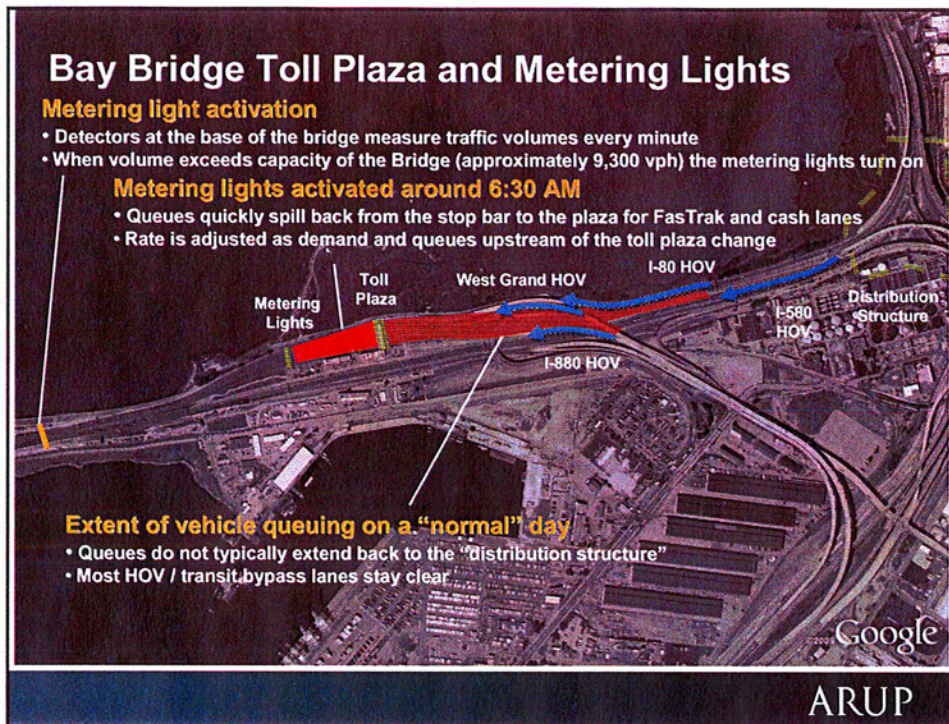
- Detectors at the base of the bridge measure traffic volumes every minute
- When volume exceeds capacity of the Bridge (approximately 9,300 vph) the metering lights turn on

Metering lights activated around 6:30 AM

- Queues quickly spill back from the stop bar to the plaza for FasTrak and cash lanes
- Rate is adjusted as demand and queues upstream of the toll plaza change

Extent of vehicle queuing on a "normal" day

- Queues do not typically extend back to the "distribution structure"
- Most HOV / transit bypass lanes stay clear

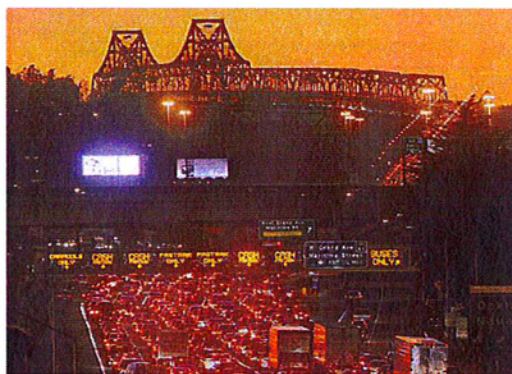


ARUP

The Challenge in the Bay Bridge Corridor

An increase in future traffic congestion could block the HOV bypass lanes that buses use to jump the toll plaza queues

- This could degrade bus operations and limit transit capacity



ARUP

Study Limitations

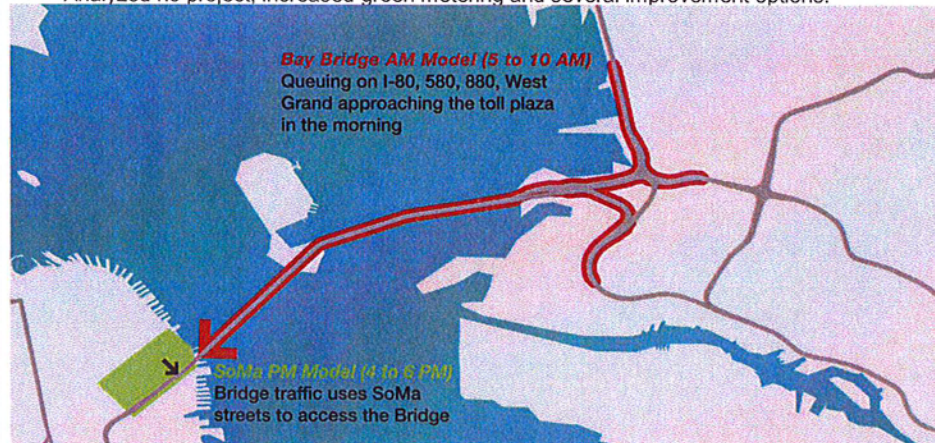
- Improvements recommended in the study have undergone a basic feasibility review by Arup's engineering staff
- However, they are considered *conceptual* at this stage of the analysis (further study is required)
- Congestion pricing is not considered
- BART capacity is not constrained
- The effects of *induced demand* are not considered



ARUP

Study Approach

- Build two separate peak period VISSIM microsimulation models to analyze the traffic and transit constraints along the corridor
- Calibrated to 2009 traffic; forecast to 2035 volumes (about 0.42% annual increase).
- Analyzed no project, increased green metering and several improvement options.



ARUP

Bay Bridge AM Model – Performance Measures

- **Congestion**

- The length of the Toll Plaza queue should not extend beyond the distribution structure
- Total vehicle-hours of delay and person-hours of delay in each 2035 improvement scenario should be less than the 2020 and 2035 No Project condition

- **Transit Travel**

- Transit speeds should average not less than 42 miles-per hour (mph) between the distribution structure and the TTC
- Notes: The distance from the distribution structure to the TTC is approximately seven miles. A bus traveling at 42 mph will cover this distance in about 10 minutes.

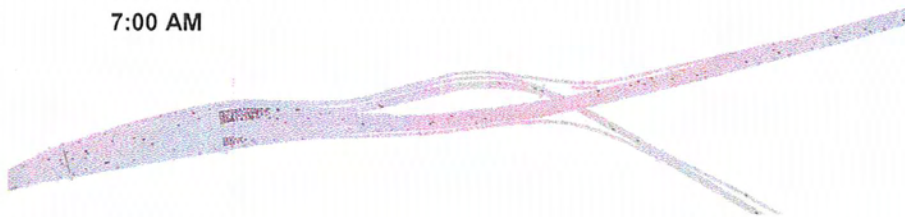
- **Transit Reliability**

- No individual peak period transit trip should exceed 14 minutes between the distribution structure and the TTC.

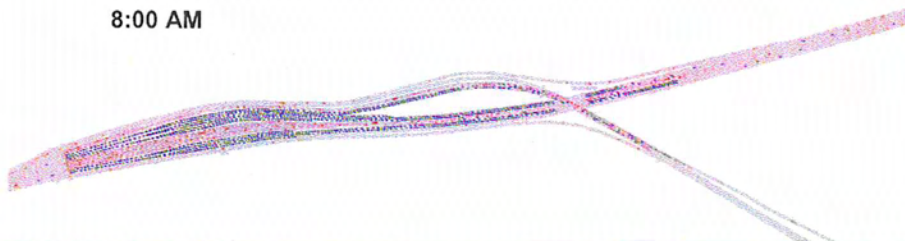
ARUP

Bay Bridge AM Model – Calibrated Model Queues

7:00 AM

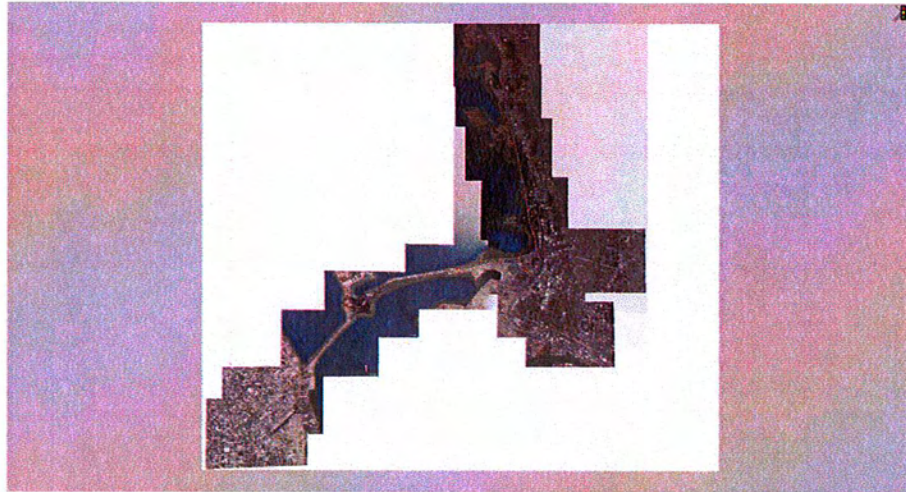


8:00 AM



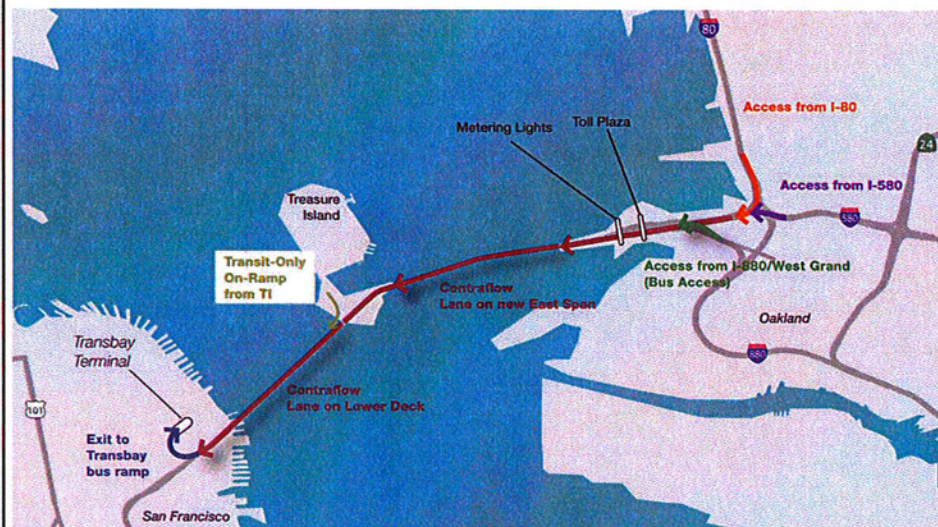
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Bay Bridge AM – No Project VISSIM Video



ARUP

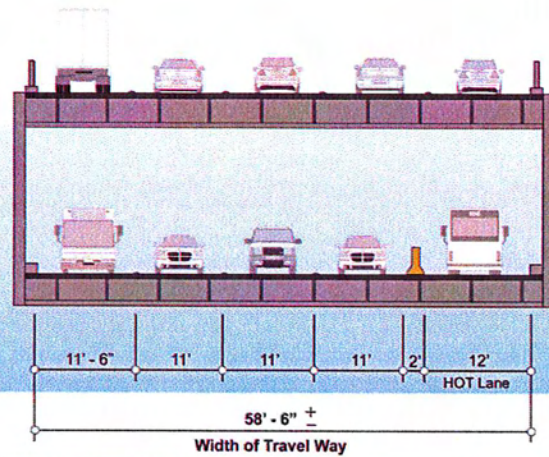
Bay Bridge Physical Improvements



ARUP

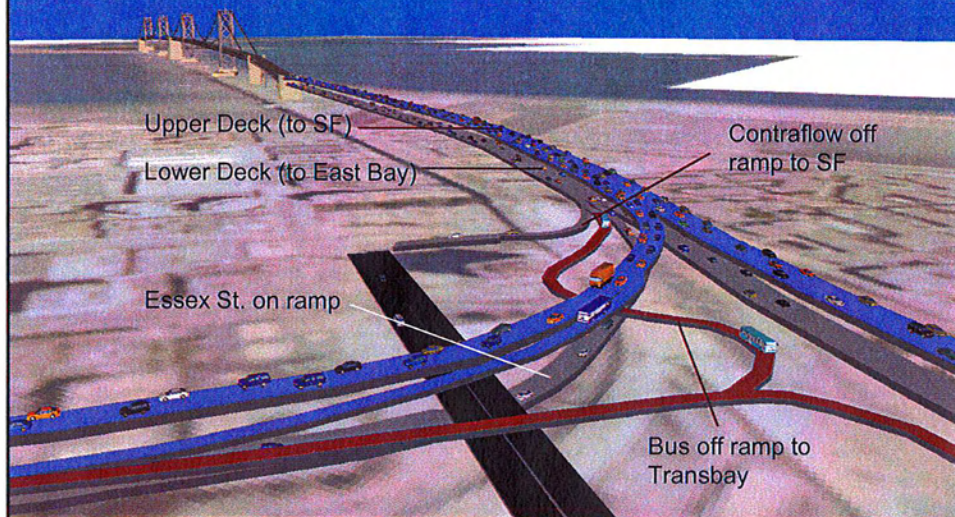
Bay Bridge Improvements – Contraflow Lane

2. Contra-Flow Configuration (AM Peak)



ARUP

Bay Bridge Improvements – SF Exit



ARUP

Bay Bridge Improvements – Cost Estimates (add 25% for contingencies)

Improvement Option	Low Range Cost	High Range Cost
Core Items (Contraflow Lane, access from I-80/580/880, HOV extensions)	\$40,300,000	\$73,400,000
East Bay Options		
West Grand Option A	\$12,300,000	\$19,700,000
West Grand Option B	\$8,200,000	\$19,700,000
West Grand Option C	\$17,500,000	\$28,000,000
West Grand Option D	\$31,700,000	\$60,300,000
San Francisco Options		
Exit Option A/B	\$25,400,000	\$42,900,000
Total Improvement Costs		
Total Low Range Improvement Cost	\$73,900,000	
Total High Range Improvement Cost	\$176,700,000	
Source: Arup, 2010		

ARUP

Bay Bridge AM Model – Future Scenario Analysis

Performance Measures (8-9AM) Summary							
Category	Measure	2009 Base Year	2020 No Project Target Met?	2035 No Project Target Met?	2035 Alternative Metering Target Met?	2035 With Physical Improvements Target Met?	2035 With Reduced Set of Physical Improvements Target Met?
Congestion	Toll Plaza queue - Not Beyond Dist Structure	Pass	Pass	Fail	Pass	Pass	Pass
	Total Vehicle Hrs of Delay	2,350	2,725	3,208	3,680	2,168	2,288
	Chg from 2009 Base Year (%)	N/A	16%	37%	57%	-8%	-3%
	Chg from 2035 Base Case (%)	N/A	N/A	N/A	15%	-32%	-29%
	Total Person Hrs of Delay	3,583	3,937	4,720	6,256	3,254	3,426
	Chg from 2009 Base Year (%)	N/A	10%	32%	75%	-9%	-4%
	Chg from 2035 Base Case (%)	N/A	N/A	N/A	33%	-31%	-27%
Transit Travel	Transit speeds should average not less than 42 mph (measured from I-80)	47 mph = Pass	46 mph = Pass	37 mph = Fail	27 mph = Fail	53 mph = Pass	53 mph = Pass
Transit Reliability	No individual peak period transit trip should exceed 14 minutes (measured from I-80)	11.5 min = Pass	12 min = Pass	15 min = Fail	20 min = Fail	10 min = Pass	10 min = Pass

ARUP

Bay Bridge AM Summary

- Bay Bridge corridor is approaching capacity for all modes
- Capacity for 20,000 additional peak hour trips from the East Bay is required to meet the regional job forecasts
- Additional bus service to the new Transbay Terminal would provide the necessary capacity
- But future traffic growth will block bypass lanes, degrade transit operations, and limit bus capacity to San Francisco
- *A contraflow lane with entry/exit improvements would maintain bus operations*

ARUP

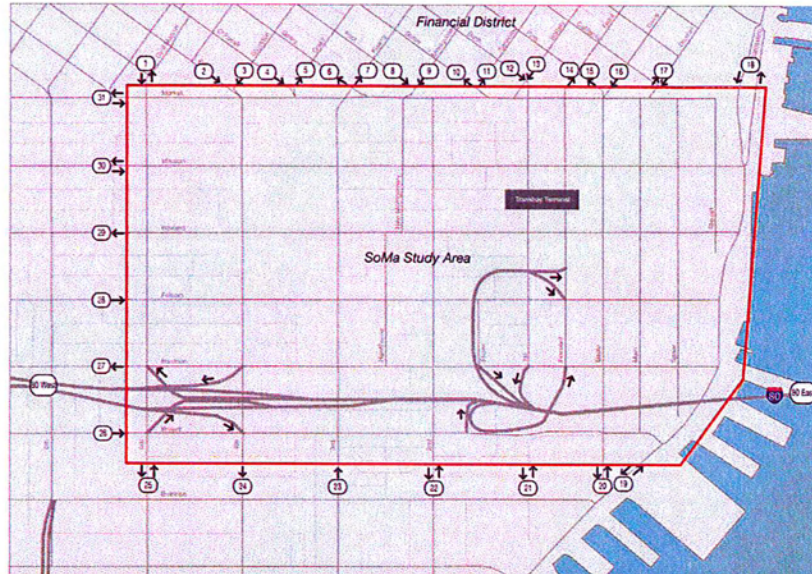
SoMa PM Analysis – Purpose

- Identify improvements that better manage Bay Bridge queues
- Keep Bridge queues from blocking transit service
- Improvements should mesh with AM contraflow project
- The modeling has limitations and requires additional work beyond this study
- Large model: 80 intersections, 9 freeway ramps.



ARUP

SoMa PM Analysis – Study Area

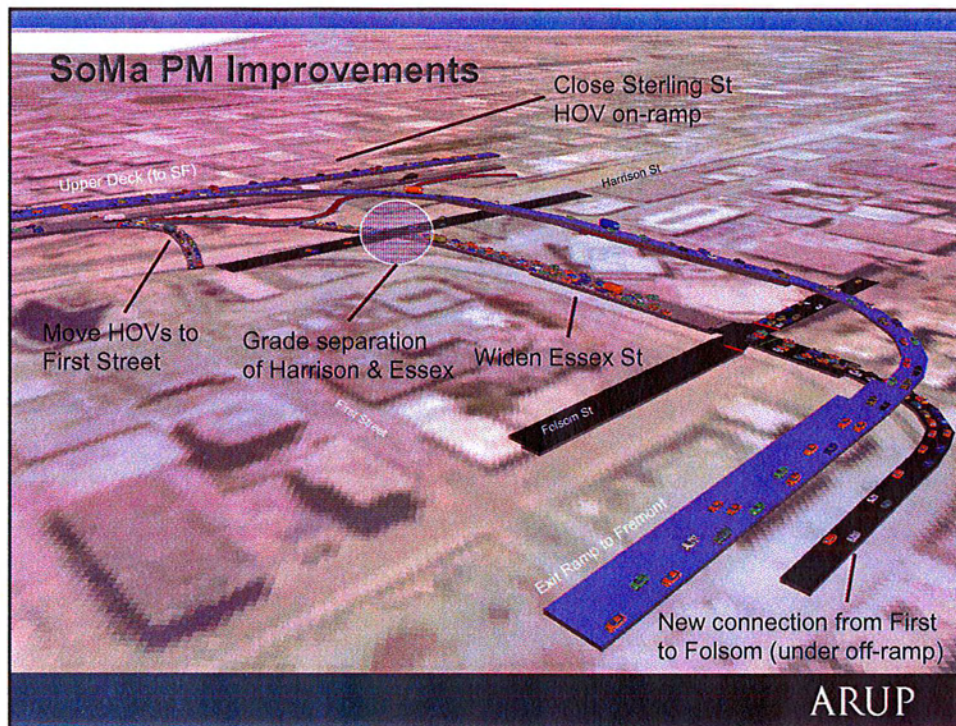


ARUP

SoMa PM Model: Desired Outcomes

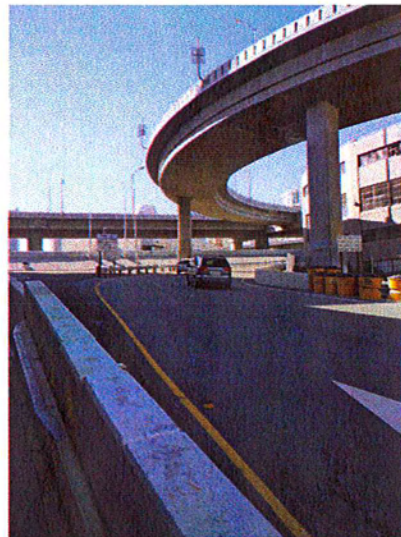
- The following desired outcomes will become performance measures when the model is further developed
- **Congestion:**
 - Bridge queue on 1st Street/ 2nd Street, and Beale should not extend beyond Howard at any time.
 - Bridge queues on 1st Street/2nd Street, and Beale should be reduced in the improvement option (compared to the base alternative).
 - The total vehicle-hours/person-hours of delay should be reduced in the improvement option.
- **Transit Travel:**
 - Transit travel times on Mission Street, First Street, 2nd Street and Folsom Street should decrease with any improvement option.

ARUP



SoMa PM Model Summary

- Improvements and circulation changes show promise (results still preliminary)
- The exit options proposed in the AM contraflow scheme will help afternoon conditions
- Grade separation and other changes at Essex could provide sufficient queuing capacity during the PM peak hour



ARUP

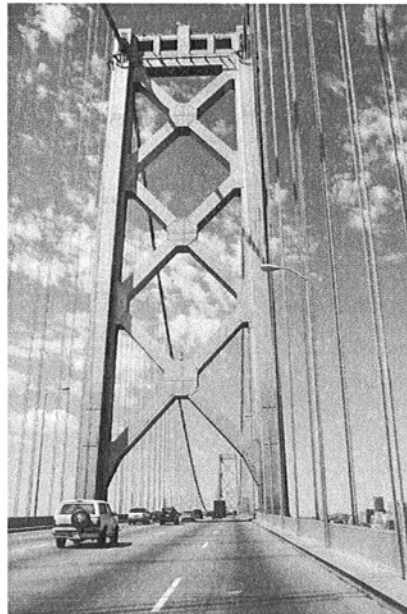
Next Steps

- Better understanding of operational issues related to the contraflow lane
- Survey of Best Practices
- Transit and overall corridor demand
- Continue feasibility analysis of improvement options
- Eastbound analysis
- Implementation options
- Further development and refinement of SoMa model

ARUP

Questions

- Tony Bruzzone
(anthony.bruzzone@arup.com)
- Mike Iswalt
(michael.iswalt@arup.com)
- Report Link:
 - www.actransit.org/
 - www.transbaycenter.org/



ARUP



Memorandum

DATE: February 14, 2011
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: Receive Report on Environmental Documents/General Plan Amendments Reviewed

Recommendation

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

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC staff is required to review and comment on Notices of Preparation (NOP), General Plan Amendments (GPA), and Environmental Impact Reports (EIR) that are submitted and report to the Board on comments made.

In December 2010 and January 2011, staff reviewed three Notices of Preparations and comments are attached for one of them. The other Notices of Preparations were exempt from comment.

Attachments

Attachment A – Comment letter for the Victory Court Ballpark Development in the City of Oakland

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Date: December 9, 2010

Mr. Peterson Z. Vollmann
Community and Economic Development Agency
250 Frank H. Ogawa Plaza
Suite 2114 Oakland, CA 94612
pvollmann@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for Victory Court Ballpark Development in the City of Oakland

Dear Mr. Vollmann:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of Oakland. The Project Area covers 22 acres generally bound by Oak Street to the west, Embarcadero to the south, the Lake Merritt Channel to the east, and I-880 to the north. The proposed project area consists of:

- New ball park with up to 390,000 seats
- Up to 180,000 square feet of retail
- Up to 540,000 of office space
- Up to 700 residential units
- Approximately 2,500 of off-street parking spaces

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 1, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2015 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of Oakland and the ACCMA signed a Countywide Model Agreement on November 16, 2007. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 2). The MTS roads in the city of Oakland in the project study area are; International Avenue, East 8th Street, East 7th Street, Webster, 14th Street, I-580, I-880, Harrison Street, San Pablo Avenue, West Grand Avenue and Grand Avenue.

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as listed above and shown in the attached map as well as BART and AC Transit. Potential impacts of the project must be addressed for 2015 and 2035 conditions.
 - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

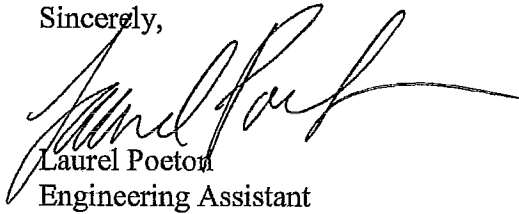
The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how

they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle routes identified in the Alameda Countywide Bicycle Plan, which was approved by the ACCMA Board in October 2006. The approved Countywide Bike Plan is available at <http://www.accma.ca.gov/pages/HomeBicyclePlan.aspx>.
- The Alameda Countywide Strategic Pedestrian Plan, developed by the Alameda County Transportation Improvement Authority (ACTIA), was adopted by both the ACTIA and ACCMA Boards in September 2006 and October 2006, respectively. The EIR should consider opportunities to promote pedestrian improvements identified in the Plan through the project development review process. The approved Plan is available at http://www.actia2022.com/ped-toolkit/Full_Ped_Plan.pdf
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.350.2334 if you require additional information.

Sincerely,

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

Laurel Poeton
Engineering Assistant

Cc: Beth Walukas, Manager of Planning

File: CMP – Environmental Review Opinions – Responses – 2010

Attachment: Site Design Guideline Checklist, MTS map

Design Strategies Checklist
for the
Transportation Demand Management Element
of the
Alameda County CMP

The Transportation Demand Management Element included in the Congestion Management Program requires each jurisdiction to comply with the “Required Program”. This requirement can be satisfied in three ways: 1) adoption of “Design Strategies for encouraging alternatives to auto use through local development review” prepared by ABAG and the Bay Area Quality Management District; 2) adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or 3) evidence that existing policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions who have chosen to satisfy this requirement by Option 2 or 3 the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer Yes to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. ACTAC and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

CHECKLIST

Bicycle Facilities

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

Note: Bold type face indicates those components that must be included the “Required Program” in order to be found in compliance with the Congestion Management Program.

Local Responsibilities:

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

Yes No

1a.2 bicycle facilities that provide access to transit?

Yes No

1a.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap clure), not provided through the development review process?

Yes No

1a.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes No

1a.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

Yes No

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Pedestrian Facilities

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 that provides reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

2a.2 that provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process?

Yes No

2a.3 that include safety elements such as convenient crossing at arterials?

Yes No

2a.4 that provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes No

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review, such as ADA Accessibility Design Standards

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

3a.2 provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

Yes No

3a.3 that includes a process for including transit operators in development review?

Yes No

3a.4 provide for directional signage for transit stations and/or stops?

Yes No

3a.5 that include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes No

3.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Carpools and Vanpools

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

Yes No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other

Park and Ride

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 promote park and ride lots that are located near freeways or major transit hubs?

Yes No

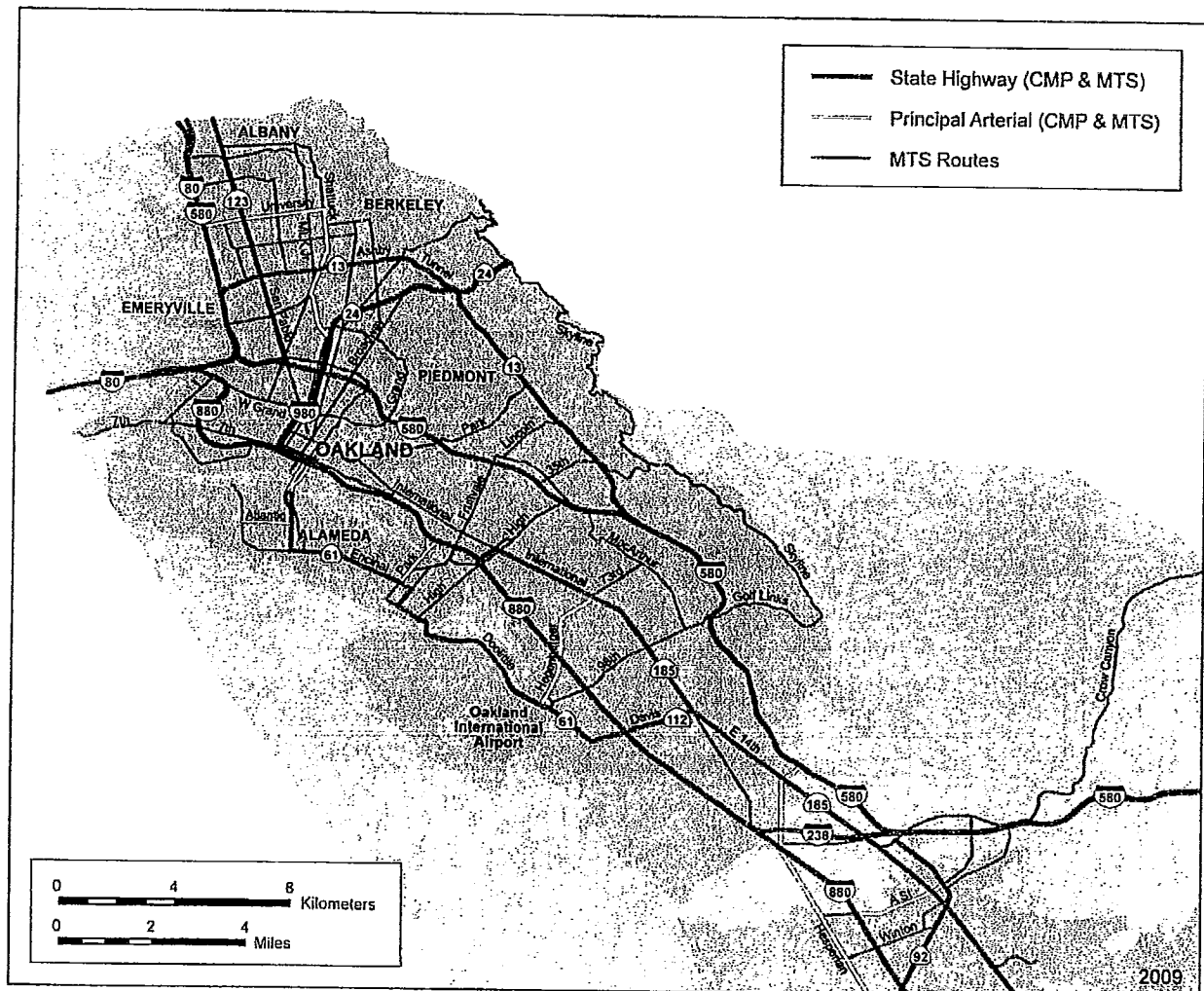
5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

Yes No

5b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other

Figure 2—Designated System Map for Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont





Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Review Fiscal Year 2009-2010 Measure B Funded Programs Audit and Compliance Reporting

Recommendation

This is an information-only item to provide an overview and status update on jurisdiction/agency compliance for those that received Measure B pass-through funds for programs in fiscal year 2009–2010.

No action is requested.

Summary

Measure B recipients submitted compliance audits and reports to Alameda CTC by year-end that document their Measure B expenditures for four types of programs: bicycle and pedestrian, local streets and roads, mass transit, and paratransit. The audits were due to Alameda CTC on December 27, 2010, and the compliance reports were due on December 31, 2010. Many of these agencies also receive grant funds from Alameda CTC.

Jurisdictions and agencies that receive Measure B funds are required to submit a hard copy and electronic version of these end-of-year reports annually, and to stay current on the following deliverables:

- Road miles served (not applicable to transit agencies)
- Population numbers (not applicable to all projects)
- Annual newsletter article
- Website coverage of the project
- Signage about Measure B funding

Compliance Status

Of the 19 agencies/jurisdictions, all are in compliance at this time. The Citizens Watchdog Committee reviewed the compliance audits and reports at its January 10, 2011 meeting, and submitted any questions to Alameda CTC staff. Staff also reviewed the compliance audits and reports, and sent letters to these agencies/jurisdictions to confirm that they are currently in compliance, and to clarify or get more information on certain expenditures for reporting purposes.

The compliance audits and reports are available for review on the website at: http://www.actia2022.com/app_pages/view/32

The following table shows the dates each agency/jurisdiction submitted its required audit and compliance reports.

Fiscal Year 2009–2010 Compliance Submittal Dates				
Agency/Jurisdiction	Audit	Electronic Audit	Compliance Report	Electronic Report
AC Transit	12/23/2010	12/23/2010	12/30/2010	12/30/2010
BART	12/29/2010	12/23/2010	12/30/2010	12/28/2010
LAVTA	11/15/2010	11/17/2010 ¹	10/11/2010	11/17/2010
Alameda County Public Works Agency	12/23/2010	12/23/2010	12/29/2010	12/29/2010
Altamont Commuter Express	12/28/2010	12/27/2010	1/6/2011	1/4/2011
City of Alameda (with Ferries)	12/23/2010	1/7/2011	12/23/2010	1/7/2011
City of Albany	02/01/2011	02/01/2011	12/23/2010	12/21/2010
City of Berkeley	1/4/2011	1/4/2011	12/28/2010	12/27/2010
City of Dublin	12/23/2010	12/21/2010	12/23/2010	12/21/2010
City of Emeryville	12/20/2010	12/15/2010	12/20/2010	12/15/2010
City of Fremont	12/29/2010	12/27/2010	12/29/2010	12/27/2010
City of Hayward	12/21/2010	12/21/2010	12/21/2010	12/21/2010
City of Livermore	1/13/2011	1/10/2011	12/22/2010	12/21/2010
City of Newark	12/23/2010	12/22/2010	12/23/2010	12/20/2010
City of Oakland	12/23/2010	12/23/2010	12/30/2010	12/30/2010
City of Piedmont	12/20/2010	12/15/2010	12/20/2010	1/7/2011
City of Pleasanton	12/28/2010	12/27/2010	12/30/2010	12/28/2010
City of San Leandro	12/23/2010	12/22/2010	12/23/2010	12/22/2010
City of Union City/Union City Transit	1/3/2011	1/4/2011	12/20/2010	12/17/2010

¹ PDF file was too large to email; staff downloaded it from the LAVTA website.

Compliance Summary Report

Alameda CTC staff is currently developing a comprehensive compliance summary report that compares Alameda CTC allocations in fiscal year 2009-2010 to the expenditures in that time frame by agencies/jurisdictions. The report gives an overview of the bike/ped, local streets and roads, mass transit, and paratransit programs that Measure B funds, and provides a detailed analysis on the phases and types of Measure B-funded projects throughout Alameda County. Staff plans to present the draft report to Alameda CTC's Citizens Watchdog Committee in March 2010 and to the Commission in April 2010.

Fiscal Impacts

There are no fiscal impacts at this time.



Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **STIP Extension Request – Approve Allocation Deadline Extension for the City of Dublin Alamo Canal Regional Trail, I-580 Undercrossing Project**

Recommendation

It is recommended the Commission approve the Request for Time Extension to the June 30, 2011 allocation deadline for the City of Dublin Alamo Canal Regional Trail, I-580 Undercrossing Project.

Discussion

The City of Dublin requests an 18-month time extension to the allocation deadline from June 30, 2011 to December 31, 2012 for the \$1,021,000 of STIP-TE programmed for the Construction phase.

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

The current, ongoing delay to project delivery is based primarily on the scope of the environmental studies required for NEPA approval, which in turn has delayed subsequent project delivery milestones related to right of way certification and PS&E. Originally, the City expected to have the required NEPA approval by the end of December 2010, which would have allowed adequate time to secure the right of way certification, prepare the final PS&E, and submit a request for CTC allocation in time for a CTC vote before June 2011. The scope of the environmental studies required for Caltrans approval has expanded significantly from what the City originally envisioned due to Caltrans requiring that the City consult formally with the US Fish & Wildlife Service (USFWS) related to the project impact(s) on the habitat of the California Red-Legged Frog as well as prepare other studies. The Biological Opinion appears to be the critical path item on the current project schedule.

Based on the assumption that the USFWS will issue the Biological Opinion by the end of March 2012, we estimate we can secure NEPA approval by the end of June 2012. With NEPA approval in hand on July 1, 2012, we can secure the right of way certification and finalize the PS&E by September 2012 and submit our request for allocation package for a CTC allocation vote in December 2012.

Upon Alameda CTC approval, MTC concurrence will be requested. If received, the request will be forwarded on to Local Assistance for signature and placement on the May CTC agenda.

Attachment

Attachment A - STIP Time Extension Request



CITY OF DUBLIN

100 Civic Plaza, Dublin, California 94568

Website: <http://www.ci.dublin.ca.us>

January 21, 2011

Mr. Nam Nguyen
District Local Assistance Engineer
Caltrans, Office of Local Assistance
P. O. Box 23660, Oakland, CA 94623-0660

PPNO: _____
Project #: RPSTPLE-5432(014)
EA: 04-9258431
Alamo Canal Trail Project
City of Dublin
Alameda County
Assembly District: 18th
Senate District: 9th

RE: Request for Time Extension for Allocation of STIP funds

Dear Mr. Nguyen:

We request that the California Transportation Commission (CTC) approve our request for a time extension for the allocation of STIP funds for the abovementioned project. The Alamo Canal Trail project was adopted into the 2010 STIP in June 2010 and construction funds are currently programmed in Year 2011.

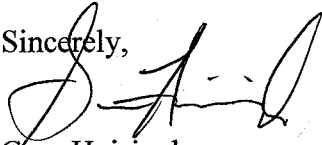
The current, ongoing delay to project delivery is based primarily on the scope of the environmental studies required for NEPA approval, which in turn has delayed subsequent project delivery milestones related to right of way certification and PS&E. Initially, we were unable to begin the NEPA process through Caltrans Local Assistance until the federal funding got approved in June 2010. We expected to have the required NEPA approval by the end of December 2010, which would have allowed us to submit our request for CTC allocation vote before the deadline of June 2011. However, the scope of environmental studies required for Caltrans approval has expanded significantly from what we envisioned initially, and the City does not have any control over the level of effort that Caltrans requires for NEPA approval. Most notably, Caltrans has required that the City consult formally with the US Fish & Wildlife Service related to the project impact(s) on the habitat of the California Red-Legged Frog. That consultation is continuing today, and predicting the timeframe for USFWS to issue the Biological Opinion is the basis of the extension being requested at this time. Other studies required by Caltrans that were not envisioned include a Historic Property Survey Report and Archeological Survey Report, but the Biological Opinion appears to be the critical path item on the current project schedule.

Based on the assumption that the USFWS will issue the Biological Opinion by the end of March 2012, we estimate we can secure NEPA approval by the end of June 2012. Following NEPA approval in June 2012, we can secure the right of way certification and finalize the PS&E by September 2012, and submit our request for CTC allocation vote in December 2012.

The eighteen month extension being requested represents the difference between the original target date for NEPA of December 2010 and the current estimated NEPA date (based on the assumption described above) of June 2012, and the correlating delay to the required allocation vote from June 2011 until December 2012.

An application for extension has been completed and attached to this letter. Please call Ferd Del Rosario at (925) 833-6637 if you have any questions regarding this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Huisingsh', written over the word 'Sincerely,'.

Gary Huisingsh
Public Works Director

Copy: Jacki Taylor, ACTC
Attachment

G:\CIP\Alamo Canal Trail under I-580\CMA-TE Application\Request for Extension Cover Letter



CITY OF DUBLIN

100 Civic Plaza, Dublin, California 94568

Website: <http://www.ci.dublin.ca.us>

REQUEST FOR TIME EXTENSION LOCAL STIP PROJECTS

To: Mr. Nam Nguyen
District Local Assistance Engineer
Caltrans, Office of Local Assistance
P. O. Box 23660, Oakland, CA 94623-0660

Date : January 21, 2011

PPNO: _____
PROJECT #:RPSTPLE-5432(014)
EA: 04-9258431
Alamo Canal Trail Project
City of Dublin
Alameda County
Assembly District: 18th
Senate District: 9th

Dear Mr. Nguyen:

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

A. Project description:

In Dublin and Pleasanton: This project will construct a segment of the Alamo Canal Trail underneath Interstate 580 to close a gap between the section of the Alamo Canal Trail located in Dublin and Centennial Trail located in Pleasanton south of I-580. Also included in the project is a 542-foot reinforced concrete retaining wall along the east side of the trail, and a cut-off wall below the pavement of the trail structural section. The project also includes installation of a trail lighting system and fencing. The following is a summary of the programmed amount by phase:

- Construction - \$1,021,000

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

☒ Allocation* ☐ Expenditure ☐ Award ☐ Completion
(contract acceptance)

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

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

D. Allocation and deadline summary

Allocation Date By Phase (if applicable)	Allocated Amount By Phase (if applicable)	Original Deadline	Number of Months of Extension Requested	Extended Deadline
	\$1,021,000	June 30, 2011	18 months	Dec. 30, 2012

E. Reason for project delay

The current, ongoing delay to project delivery is based primarily on the scope of the environmental studies required for NEPA approval, which in turn has delayed subsequent project delivery milestones related to right of way certification and PS&E. In addition to the expanded scope of the environmental studies, the initiation of the NEPA process was delayed. The RIP-TE funds were the first federal funds programmed to the project. We were unable to begin the NEPA process through Caltrans Local Assistance until the federal funding was approved in the TIP. The TIP amendment for the federal funding was not approved until June 2010. We were ready to begin the NEPA process (notwithstanding the Local Assistance requirement that the federal funds be approved in the TIP) at the time we submitted the application for the 2010 STIP development, i.e. late 2009.

Originally, we expected to have the required NEPA approval by the end of December 2010, which would have allowed adequate time to secure our right of way certification, prepare the final PS&E, and submit our request for CTC allocation package in the March-April 2011 timeframe for a CTC vote before the deadline of June 2011.

The scope of the environmental studies required for Caltrans approval has expanded significantly from what we envisioned originally, and the City does not have any control over the level of effort that Caltrans requires for NEPA approval. Most notably, Caltrans has required that the City consult formally with the US Fish & Wildlife Service related to the project impact(s) on the habitat of the California Red-Legged Frog. That consultation is continuing today, and predicting the timeframe for USFWS to issue the Biological Opinion is the basis of the extension being requested at this time. Other studies required by Caltrans that were not envisioned include a Historic Property Survey Report and Archeological Survey Report, but the Biological Opinion appears to be the critical path item on the current project schedule.

The City has continued to work diligently on as many activities as possible concurrent with the environmental studies, but the NEPA approval is a prerequisite to both right of way certification and final PS&E. Based on the assumption that the USFWS will issue the Biological Opinion by the end of March 2012, we estimate we can secure NEPA approval by the end of June 2012. With NEPA approval in hand on July 1, 2012, we can secure the right of way certification and finalize the PS&E by September 2012 and submit our request for allocation package for a CTC allocation vote in December 2012.

The eighteen month extension being requested represents the difference between the original target date for NEPA of December 2010 and the current estimated NEPA date (based on the assumption described above) of June 2012, and the correlating delay to the required allocation vote from June 2011 until December 2012.

The abovementioned tasks cost approximately \$15,000 and are being paid with local funds. Construction cost is anticipated to increase 2 to 4% and the extra cost will come from the construction contingency fund. The Alamo Canal Trail project was adopted into the 2010 STIP and construction funds are currently programmed in Year 2011.

F. Status of project milestones/revised project milestones

1) Completion of Environmental Document:

CEQA – Categorical Exemption approve on November 14, 2006

NEPA – Categorical Exclusion with required Technical Studies:

-Original target date of approval: December 2010

-Revised target date of approval: June 2012 (assumed issuance of Biological Opinion by the USFWS in March 2012)

2) Right of Way Certification:

Original target date of approval by Caltrans: January 2011

Revised target date of approval by Caltrans: September 2012.

3) Construction:

Original target date of advertisement: March 2011

Revised target date of advertisement: February 2013

G. Timely Use of Funds

We request that the CTC approve this request at the May 2011 meeting, or by _____.

H. Local Agency Certification:

This Request for Time Extension has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the time extension has been approved. You may direct any questions to Ferd Del Rosario at (925) 833-6637.

Signature _____ Title: Public Works Director Date: January 21, 2011

Agency/Commission: _____

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


Concurred

Signature _____ Title: _____ Date: _____

Agency/CTC _____

J. Caltrans District Local Assistance Engineer Acceptance:

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

Signature  Title: Public Works Director Date: 1/21/11

Attachments:

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



Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: STIP Extension Request – Approve Allocation Deadline Extension for the City of Oakland Coliseum BART Pedestrian Improvements Project

Recommendation

It is recommended the Commission approve the Request for Time Extension to the June 30, 2011 allocation deadline for the City of Oakland Coliseum BART Pedestrian Improvements Project.

Discussion

The City of Oakland requests a 6-month time extension to the allocation deadline from June 30, 2011 to December 31, 2011 for the \$885,000 of STIP-TE programmed for the Construction phase.

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

The reason for the extension request is to provide time to complete the NEPA and ROW certification process. The City has provided extensive responses to the NEPA review with a number of technical memos prepared by City staff. Nonetheless, it appears that the State of California may still require additional time to verify the Cultural, Historic and Archeological studies with the State Historic Preservation Office (SHPO). In addition, the City is working on the Right of Way Certification element and is currently waiting for feedback and/or an indication from UPRR of the timeframe required to secure the necessary UPRR permit. A time extension will provide the time to complete the ROW Certification for the project. Due to the NEPA and ROW Certification considerations, staff is requesting an extension of six (6) months to implement the project allocation.

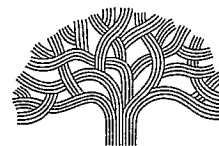
Upon Alameda CTC approval, MTC concurrence will be requested. If received, the request will be forwarded on to Local Assistance for signature and placement on the May CTC agenda.

Attachments

Attachment A - STIP Time Extension Request

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CITY OF OAKLAND



DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA, SUITE 5313 • OAKLAND, CALIFORNIA 94612-2034

Community and Economic Development Agency
Redevelopment Division

(510) 238-3015
FAX (510) 238-3691
TDD (510) 238-3254

January 24, 2011

Tiep Dang
District Local Assistance Engineer
Caltrans District 4, Office of Local Assistance
111 Grand Avenue
Oakland, CA 94623-0660

Dear Mr. Dang:

RE: PPNO:2103A
Project No.: RPSTPL- 5012(107)
EA: CE (Pending)
Coliseum BART Plaza and Pedestrian Areas
City of Oakland; Alameda County
Assembly District 16th
Senate District: 9th

We request that the California Transportation Commission (CTC) approve a request for a time extension for this project. The reason for the extension request is to provide time to complete the NEPA and ROW certification review process. The City has provided extensive responses to the NEPA review with a number of technical memos prepared by City staff. Nonetheless, it appears that the State of California may still require time to verify the Cultural, Historic and Archeological review component with the State Historic Preservation Office (SHPO). In addition, we are working on the Right of Way Certification elements. We have an executed certification, but are working to permit the improvement with both UPRR and BART, the co-applicant on the STIP grant. While we view the ROW work here as procedural, a time extension would assist the City of Oakland and provide the time to execute the ROW for the project. Due to the NEPA and ROW considerations, staff is requesting an extension of six (6) months to implement the project allocation.

E. Reason for project delay

The RIP-TE funds were the first federal funds programmed to the project. At the time of programming, we assumed the NEPA process would be straightforward given the nature of the proposed improvements and our evaluation related to CEQA. We were unable to begin the NEPA process through Caltrans Local Assistance until we had the federal funding approved in the TIP. While the project was adopted into the 2010 STIP, the TIP amendment for the federal funding was not approved until June 2010. We were ready to begin the NEPA process (notwithstanding the Local Assistance requirement that the federal funds be approved in the TIP) at the time we submitted the application for the 2010 STIP development, i.e. February/March 2010.

As detailed design progressed and the impacts on the UPRR right of way were identified, we initiated discussions with UPRR about a permit for the work affecting their right of way. We are currently in discussions with UPRR. The 100% PS&E has been discussed with UPRR, and we are waiting for feedback and/or an indication of the timeframe required to secure the permit necessary to secure our Right of Way Certification required for our Construction Allocation Vote.

The project has experienced compounding delays beyond the control of the City of Oakland. First, the delay waiting for the TIP amendment to be approved so the NEPA process could begin, followed by the unpredictable timeframe for negotiating with UPRR to secure the required permit.

At the time of programming, we expected to be in a position to submit a complete request for allocation package in the March 2011 timeframe. We understood that we would also need to be ready to submit a complete request for authorization to proceed with construction package in order to get our E-76 and to be ready to advertise as soon after the CTC vote as possible so we could meet the award deadline following the allocation.

While we have been able to make up most of the delay, our current project schedule includes two key assumptions related to preparing complete request packages for the allocation and authorization: 1) NEPA approval by 3/31/11 (based on outstanding comments/requirements from Caltrans); and 2) UPRR permit approval by the end of July 2011 (including some contingency time). The controlling assumption is the UPRR permit which will allow us to complete our Right of Way Certification for Caltrans approval (the ability for sponsors to certify the right of way for off-system projects has been rescinded by Caltrans, i.e. LAPM Exhibit 13-A deleted). If we have the permit by the end of July 2011, we can submit our Right of Way Certification for Caltrans approval during August 2011, and be ready to submit our request for allocation and authorization packages by the end of September, which should make us ready for an allocation at the December 2011 CTC meeting.

The six month extension being requested represents the difference between the original deadline of June 30, 2011 and December 31, 2011 to allow for a vote at the December 2011 CTC meeting.

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

Concurred

Signature _____ Title: _____
Date: _____

Agency/CTC _____

J. Caltrans District Local Assistance Engineer Acceptance:

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

Signature _____ Title: _____
Date: _____

Attachments:

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

This project was initially adopted into the 2010 STIP.

F. Status of project milestones/revised project milestones

1) Completion of Environmental Document:

CEQA - Notice of exemption signed and filed 2010.

NEPA - Categorical Exemption pending, field review completed Jan. 12, 2011.

2) Right of Way Certification:

Certification Form B information has been prepared as requested. Oakland signed 13-B ROW Certification and the permits to enter are in process.

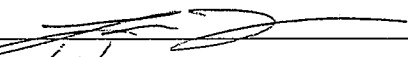
3) Construction: Project will be advertised by the Oakland upon CTC approval in FY 2011.

G. Timely Use of Funds

We request that the CTC approve this request at the May 2011 meeting.

H. Local Agency Certification:

This Request for Time Extension has been prepared in accordance with the Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP). I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the time extension has been approved. You may direct any questions to Jay Musante, Project Manager at 238-6658.

Signature  Title: LOCAL AGENCY MANAGER
Date: 1/31/11

Agency/Commission:

CITY OF OAKLAND



Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **STIP Extension Request – Approve Allocation Deadline Extension for the City of Berkeley Bay Trail Extension Segment One Project**

Recommendation

It is recommended the Commission approve of the Request for Time Extension to the June 30, 2011 allocation deadline for the Berkeley Bay Trail Extension Segment One Project.

Discussion

The City of Berkeley requests a 12-month time extension to the allocation deadline from June 30, 2011 to June 30, 2012 for the \$1,928,000 of STIP-TE programmed for the Construction phase.

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

As of 2009, the Bay Trail Extension Segment One Project at the Berkeley Marina was ready for construction using state and local funds. All project documents were completed, including environmental documents, construction documents, and permits. In mid-2009, state funding for the project was drastically reduced and the City looked to federal STIP-TE transportation funding. On September 20, 2010, MTC staff notified the City that TE funding had been approved.

While the City had environmentally cleared the project in 2004 in accordance with CEQA requirements, it is now in the process of obtaining NEPA clearance. The initial expectation was that the NEPA approval would be finalized by December 2010. This would have allowed sufficient time to obtain the Right of Way Certification by February 2011 and submit the allocation request package for a May 2011 CTC allocation. Due to the numerous stakeholders associated with the project, however, it now appears that the NEPA process may not be complete and approved by Caltrans until December 2011, initially anticipated in December 2010. As a result, the City of Berkeley requests an extension of twelve months to the allocation deadline from June 30, 2011 to June 30, 2012.

Upon Alameda CTC approval, MTC concurrence will be requested. If received, the request will be forwarded on to Local Assistance for signature and placement on the May CTC agenda.

Attachments

Attachment A - STIP Time Extension Request

REQUEST FOR TIME EXTENSION
LOCAL STIP PROJECTS

City of Berkeley
Parks Recreation & Waterfront Department
2180 Milvia Street, Berkeley, CA 94704
Tel: (510) 981-6700 • TDD: (510) 981-6903 • Fax: (510) 981-6710
E-Mail: wrogers@ci.berkeley.ca.us
Website: <http://www.ci.berkeley.ca.us>

To:
Tiep Dang
District 4 Local Assistance Engineer
Caltrans, Office of Local Assistance
111 Grand Street
Oakland, CA 94612

Date: January 31, 2011
PPNO: 2100G
PROJECT #: _____
EA: _____
Berkeley Bay Trail Extension Segment One
Project
County: Alameda
Assembly District: 14
Senate District: 9

Dear Mr. Dang:

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

A. Project Description:

The project involves the construction of Segment One of the Bay Trail Extension, which includes 0.51 miles (2,700 linear feet) of a class 1 asphalt multi-use bicycle/pedestrian trail; and a bicycle and pedestrian bridge over Strawberry Creek

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

☒ Allocation* ☐ Expenditure ☐ Award ☐ Completion
(contract acceptance)

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

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

D. Allocation and deadline summary

Allocation Date By Phase (if applicable)	Allocated Amount By Phase (if applicable)	Original Deadline	Number of Months of Extension Requested	Extended Deadline
		June 30, 2011	12	June 30, 2012

E. Reason for project delay

As of 2009, the Bay Trail Extension Segment One Project at the Berkeley Marina was ready for construction using state and local funds. All project documents were completed, including environmental documents, construction documents, and permits. During the planning phase, a comprehensive CEQA process was conducted and resulted in the adoption of the environmental document titled *Initial Study / Mitigated Negative Declaration for the Bay Trail at the Berkeley Marina* in 2004. During the design phase, all required authorizations for the project were obtained from the following stakeholder agencies: East Bay Regional Parks District; California State Parks; the Regional Water Quality Control Board; The San Francisco Bay Conservation and Development Commission (BCDC); the U.S. Coast Guard; and a U.S. Army Corps of Engineers (ACOE) nationwide permit that included National Wildlife Service concurrence.

In mid-2009, state funding for the project was drastically reduced and the City looked to federal STIP-TE transportation funding. On September 20, 2010, MTC staff notified the City that TE funding had been approved.

While the City had environmentally cleared the project in accordance with CEQA requirements and had coordinated with federal stakeholder agencies (U.S. Army Corps of Engineers, U.S. Coast Guard, and the National Marine Fisheries Service), it is now in the process of obtaining NEPA clearance.

City staff has been working closely with Caltrans Local Assistance, and the initial expectation was that the NEPA approval would be finalized by December 2010. This would have allowed sufficient time to obtain the Right of Way Certification by February 2011 and submit the allocation request package for a May 2011 CTC allocation. Due to the numerous stakeholders associated with the project, however, it now appears that the NEPA process may not be complete and approved by Caltrans until December 2011.

As a result, the City of Berkeley requests an extension of twelve months, to June 30, 2012.

F. Status of project milestones/revised project milestones**1) Completion of Environmental Document:**

CEQA – An Initial Study / Mitigated Negative Declaration was adopted on January 27, 2004.
NEPA – NEPA Clearance is expected by December 2011.

2) Right of Way Certification:

Scheduled to be completed by February 2012.

3) Construction:

The original advertisement date was scheduled for March 1, 2011. The new advertisement date is scheduled for July 2012. Construction will be completed by March 2013.

G. Timely Use of Funds:

We request that the CTC approve this request at the May 19/20, 2011 meeting.

H. Local Agency Certification:

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

Deborah Chernin at (510) 981-6715
(name) (phone number)

Signature _____ Title: Principal Planner Date: _____

Agency/Commission: City of Berkeley – Parks Recreation & Waterfront Department

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

Concurred:

Signature _____ Title: _____ Date: _____

Agency/CTC: _____

J. Caltrans District Local Assistance Engineer Acceptance:

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

Signature _____ Title: _____ Date: _____

Attachments:

Distribution: (1) Original – DLAE
(2) Copy – Division of Local Assistance, STIP Coordinator

(3) Copy – RTPA/County Transportation Commission



Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

RE: **STIP Extension Request – Approve Allocation Deadline Extension for the Alameda CTC/ACCMA I-580 San Leandro Landscape Project**

Recommendation

It is recommended the Commission approve the Request for Time Extension to the June 30, 2011 allocation deadline for the Alameda County Congestion Management Agency I-580 San Leandro Landscape Project.

Discussion

The Alameda County Congestion Management Agency (ACCMA) requests a 5-month time extension to the allocation deadline from June 30, 2011 to November 30, 2011 for the \$350,000 of STIP-TE programmed for the Construction phase.

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

The I-580 San Leandro Landscape is currently in the design (PS&E) stage. The landscape project is a follow on contract to the recently completed I-580 San Leandro Soundwall Project. The design of the landscape project is dependent on the final configuration of the project area following the soundwall construction. At the time of the STIP-TE programming, the estimated contract completion date for the soundwall project was June 2010. The actual completion date for the soundwall construction (contract currently being closed out) was November 2010 due to extra working days allowed per contract change orders and more than anticipated bad weather days. The delay to the completion of the soundwall construction translates directly to the delay to completing the PS&E for the landscape project, i.e. five months. The final PS&E is required for the Request for Allocation Package, and therefore an extension of five months is hereby requested.

Upon Alameda CTC approval, MTC concurrence will be requested. If received, the request will be forwarded on to Local Assistance for signature and placement on the May CTC agenda.

Attachment

Attachment A - STIP Time Extension Request

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**REQUEST FOR TIME EXTENSION
LOCAL STIP PROJECTS**

To: Val Chauhan
District 4 Local Assistance Engineer
Caltrans, Office of Local Assistance
111 Grand Avenue
Oakland, CA 94623-0660

Date : 1/24/11

PPNO: 139F
PROJECT #: _____
EA: _____
I-580 Landscape Project
City of San Leandro
Alameda
Assembly District: 18
Senate District: 09, 10

Dear Mr. Chauhan:

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

A. Project description:

Landscaping and Irrigation work along I-580 in the City of San Leandro from PM 33.5 to PM 34.6 between Estudillo Avenue and 141st Street

CONSTRUCTION : \$350,000.00

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

☒ Allocation* ☐ Expenditure ☐ Award ☐ Completion
(contract acceptance)

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

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

D. Allocation and deadline summary

Allocation Date By Phase (if applicable)	Allocated Amount By Phase (if applicable)	Original Deadline	Number of Months of Extension Requested	Extended Deadline
		June 30,2011	5 Months	November 30, 2011

E. Reason for project delay

The I-580 San Leandro Landscape is currently in the design (PS&E) stage. The landscape project is a follow on contract to the recently completed I-580 San Leandro Soundwall Project. The design of the landscape project is dependent on the final configuration of the project area following the soundwall construction. At the time of the STIP-TE programming, the estimated contract completion date for the soundwall project was June 2010. The actual completion date for the soundwall construction (contract currently being closed out) was November 2010 due to extra working days allowed per contract change orders and more than anticipated bad weather days. The delay to the completion of the soundwall construction translates directly to the delay to completing the PS&E for the landscape project, i.e. five months. The final PS&E is required for the Request for Allocation Package, and therefore an extension of five months is hereby requested.

STIP History:

This is the first extension request for this project. The I-580 San Leandro Landscape Project was adopted into the 2010 STIP and construction funds are currently programmed in the Year 2011. No additional costs are anticipated due to the delay.

F. Status of project milestones/revised project milestones

1) Completion of Environmental Document:

CEQA – Categorical Exemption dated 6/12/01 revalidated on 1/28/09.

NEPA – Categorical Exemption dated 6/12/01 revalidated on 1/28/09.

2) Right of Way Certification:

No change to the expected right of way certification date. We anticipate a “No Right of Way” certification by April 1, 2011.

3) Construction:

January 2012

G. Timely Use of Funds

We request that the CTC approve this request at the May 11 & 12, 2011 meeting.

H. Local Agency Certification:

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

_____ at _____
(name) (phone number)

Signature_____ Title:_____ Date:_____

Agency/Commission: _____

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

Concurred

Signature_____ Title:_____ Date:_____

Agency/CTC _____

J. Caltrans District Local Assistance Engineer Acceptance:

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

Signature_____ Title:_____ Date:_____

Attachments:

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



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Mr. Val Chauhan
District Local Assistance Engineer
Caltrans, Office of Local Assistance
P.O.Box 23660,
Oakland, CA 94623-0660

January 26, 2011

PPNO: _____
Project #: _____
EA: _____
I-580 Landscape Project
City of San Leandro
Alameda
Assembly District: 18
Senate District: 09, 10

RE: Request for Time Extension for Allocation of STIP funds

Dear Mr. Chauhan:

We request that the California Transportation Commission (CTC) approve our request for a time extension for the allocation of STIP funds for the abovementioned project. The original target date of advertisement is delayed by 5 months to November 2011. Since the revised advertisement date is past the June 30, 2011 fund allocation request deadline, we are requesting an extension for the allocation of STIP funds.

Reason for Delay:

The I-580 San Leandro Landscape is currently in the design (PS&E) stage. The landscape project is a follow on contract to the recently completed I-580 San Leandro Soundwall Project. The design of the landscape project is dependent on the final configuration of the project area following the soundwall construction. At the time of the STIP-TE programming, the estimated contract completion date for the soundwall project was June 2010. The actual completion date for the soundwall construction (contract currently being closed out) was November 2010 due to extra working days allowed per contract change orders and more than anticipated bad weather days. The delay to the completion of the soundwall construction translates directly to the delay to completing the PS&E for the landscape project, i.e. five months. The final PS&E is required for the Request for Allocation Package, and therefore an extension of five months is hereby requested.

An application for extension has been completed and attached to this letter. Please call Vivek Bhat at (510) 350-2323 if you have any questions regarding this request.

Sincerely,

Matt Todd
Manager of Programming

cc: Vivek Bhat, Senior Transportation Engineer, Alameda CTC
Jacki Taylor, Project Monitoring and Programming Liaison, Alameda CTC



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Mr. Val Chauhan
District Local Assistance Engineer
Caltrans, Office of Local Assistance
P.O.Box 23660,
Oakland, CA 94623-0660

January 26, 2011

PPNO: _____
Project #: _____
EA: _____
I-580 Landscape Project
City of San Leandro
Alameda
Assembly District: 18
Senate District: 09, 10

RE: Request for Time Extension for Allocation of STIP funds

Dear Mr. Chauhan:

We request that the California Transportation Commission (CTC) approve our request for a time extension for the allocation of STIP funds for the abovementioned project. The original target date of advertisement is delayed by 5 months to November 2011. Since the revised advertisement date is past the June 30, 2011 fund allocation request deadline, we are requesting an extension for the allocation of STIP funds.

Reason for Delay:

The I-580 San Leandro Landscape is currently in the design (PS&E) stage. The landscape project is a follow on contract to the recently completed I-580 San Leandro Soundwall Project. The design of the landscape project is dependent on the final configuration of the project area following the soundwall construction. At the time of the STIP-TE programming, the estimated contract completion date for the soundwall project was June 2010. The actual completion date for the soundwall construction (contract currently being closed out) was November 2010 due to extra working days allowed per contract change orders and more than anticipated bad weather days. The delay to the completion of the soundwall construction translates directly to the delay to completing the PS&E for the landscape project, i.e. five months. The final PS&E is required for the Request for Allocation Package, and therefore an extension of five months is hereby requested.

An application for extension has been completed and attached to this letter. Please call Vivek Bhat at (510) 350-2323 if you have any questions regarding this request.

Sincerely,

Matt Todd
Manager of Programming

cc: Vivek Bhat, Senior Transportation Engineer, Alameda CTC
Jacki Taylor, Project Monitoring and Programming Liaison, Alameda CTC

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Memorandum

DATE: February 14, 2011
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: Approve State Transportation Improvement Program (STIP) At Risk Report

Recommendation

It is recommended the Commission approve the attached STIP At Risk Report, dated January 31, 2011.

Summary

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

Information

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

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

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

Attachment

Attachment A - STIP At Risk Report

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2010 STIP-Locally Sponsored Alameda County Projects

Red Zone Projects

Index	PP No.	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2009A	AC Transit	Maintenance Facilities Upgrade	RIP	\$3,705	Con	06/07	Complete Expend	Note 1	R	\$3,705K Alloc'd 9/7/06 12-Mo Ext App'd Jan 10	R
2	0139F	ACCMA	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st	RIP-TE	\$350	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP Extension Req pending	Y
3	2179	ACCMA	Planning, Programming and Monitoring ¹	RIP	\$1,409	Con	08/09	Complete Expend	6/30/11	R	\$1,409 Alloc'd 7/24/08	Y
				RIP	\$1,209	Con	09/10	Complete Expend	6/30/12	G	\$1,209 Alloc'd 7/9/09	
				RIP	\$1,948	Con	10/11	Complete Expend	6/30/13	G		
				RIP	\$1,947	Con	11/12	Allocate Funds	6/30/12	G		
				RIP	\$1,993	Con	12/13	Allocate Funds	6/30/13	G		
4	0016U	ACTIA	I-580 Castro Valley I/C Improvements	RIP	\$7,315	Con	07/08	Accept Contract	6/26/11	R	\$7.315M Alloc'd 3/12/08	Y
5	2009L	Alameda Co.	Vasco Road Safety Improvements	RIP	\$4,600	Con	07/08	Accept Contract	7/29/11	R	\$4.6M Alloc'd 2/14/08 Contract Awd 7/29/08	Y
6	2100F	Alameda Co.	Grove Wy sidewalk improvements, Meekland-Haviland	RIP-TE	\$1,150	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP May '11 Allocation planned	Y
7	1014	BART	BART Transbay Tube Seismic Retrofit	RIP	\$38,000	Con	07/08	Complete Expend	6/3/11	R	\$38M Alloc'd 9/5/07	R
8	2008B	BART	MacArthur BART renovate & enhance entry plaza	RIP-TE	\$954	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP Mar '11 Allocation planned	Y
9	2103A	Oakland	Coliseum BART pedestrian improvements	RIP-TE	\$885	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP Extension Req pending May '11 Allocation planned	Y
10	2100G	Berkeley	Berkeley Bay Trail Extension, Phase 1	RIP-TE	\$1,928	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP Extension Req pending	Y
11	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing	RIP-TE	\$1,021	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP Extension Req pending	Y
12	2110	Union City	Union City Intermodal Station	RIP	\$4,600	Con	07/08	Accept Contract	5/13/11	R	\$4.6M Alloc'd 9/5/07	Y
				RIP	\$720	Con	05/06	Accept Contract	5/13/11	R	\$720K Alloc'd 11/9/06	
				RIP-TE	\$5,307	Con	05/06	Accept Contract	5/13/11	R	\$5,307K Alloc'd 11/9/06	
				RIP-TE	\$2,000	Con	06/07	Accept Contract	5/13/11	R	\$2,000K Alloc'd 11/9/06	
				RIP	\$9,787	Con	06/07	Accept Contract	5/13/11	R	\$9,787K Alloc'd 11/9/06 6-Mo Ext App'd 9/23/10	
				RIP	\$715	Con	11/12	Allocate Funds	6/30/12	G		

2010 STIP-Locally Sponsored Alameda County Projects

Red Zone Projects (Cont.)

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
13	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A						
	RIP-TE	\$3,000	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP May '11 Allocation planned	Y

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
14	2009W	Berkeley	Ashby BART Station Intermodal Imps						
	RIP	\$4,614	Con	07/08	Accept Contract	12/26/11	Y	\$4,614 Alloc'd 6/26/08	G
	RIP	\$1,500	Con	09/10	Accept Contract	12/26/11	Y	AB 3090 app'd 8/28/08 \$1.5M Alloc'd 9/10/09	

Green Zone Projects

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
15	2009B	AC Transit	SATCOM Expansion						
	RIP	\$1,000	Con	06/07	Accept Contract	Note 2	G	\$1,000K Alloc'd 9/7/06	G
16	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS						
	RIP	\$2,700	Env	06/07	Final Invoice/Report	Note 2	NA	\$2,700K Alloc'd 4/26/07	G
17	2009D	AC Transit	Bus Component Rehabilitation						
	RIP	\$4,500	Con	06/07	Accept Contract	Note 2	G	\$4.5M Alloc'd 7/20/06	G
18	2009I	AC Transit	New Bus Component Rehabilitation Project						
	RIP	\$7,738	Con	07/08	Accept Contract	Note 3	G	\$7,738 Alloc'd 5/29/08	G
19	2009Q	AC Transit	Bus Purchase						
	RIP	\$14,000	Con	06/07	Accept Contract	Note 2	G	\$14M Alloc'd 10/12/06	G
20	2009X	AC Transit	Zero Emission Bus Project						
	RIP	\$7,810	Con	07/08	Accept Contract	Note 3	G	\$7.81M Alloc'd 9/20/07	G
21	0016O	ACCMA	I-680 SB HOT Lane Accommodation						
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/12	G	\$8M Alloc'd 6/26/08 42 months for Accept App'd by CTC	G
22	0044C	ACCMA	I-880 Reconstruction, 29th to 23rd						
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	G		G
23	0062E	ACCMA	I-80 Integrated Corridor Mobility						
	RIP	\$954	Env	07/08	Final Invoice/Report		NA	\$954 Alloc'd 9/5/07 Contra Costa RIP Expenditures Comp	G

2010 STIP-Locally Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
24	2100K	ACCMMA	I-880 Landscape/Hardscape Improvements in San Leandro						
	RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/12	G	\$400K Alloc'd 6/30/10	R
25	0081D	ACTA	Rte 84 Expressway - Fremont and Union City						
	RIP	\$9,300	Con	14/15	Allocate Funds	6/30/15	G		G
26	2009N	Alameda	Tinker Avenue Extension						
	RIP	\$4,000	Con	07/08	Accept Contract	3/17/12	G	\$4M Alloc'd 9/25/08 Contract Awd 3/17/09	G
27	2009P	BART	Ala. Co. BART Station Renovation						
	RIP	\$3,000	Con	07/08	Accept Contract	10/30/12	G	\$3M Alloc'd 12/11/08 4-Mo Ext App'd June 09	G
	RIP	\$248	PSE	07/08				\$248 Alloc'd 9/5/07 Expend. Complete	
28	2009Y	BART	Ashby BART Station Concourse/Elevator Imps						
	RIP-TE	\$1,200	Con	07/08	Accept Contract	1/22/12	G	\$1,200 Alloc'd 6/26/08	G
29	2103	BART	Oakland Airport Connector						
	RIP	\$20,000	Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	R
30	2014U	GGBHTD	SF Golden Gate Bridge Barrier						
	RIP	\$12,000	Con	11/12	Allocate Funds	6/30/12	G		G
31	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)						
	RIP	\$4,000	Con	11/12	Allocate Funds	6/30/12	G		G
	RIP	\$1,500	Con	06/07	Final Invoice/Report	NA		Contract Accepted	
32	2100	MTC	Planning, Programming and Monitoring ¹						
	RIP	\$113	Con	09/10	Complete Expend	6/30/12	G	\$113 Alloc'd 7/9/09	G
	RIP	\$113	Con	10/11	Complete Expend	6/30/11	NA	10/11 Expenditures Comp.	
	RIP	\$114	Con	11/12	Allocate Funds	6/30/12	G		
	RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G		
	RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G		
	RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
33	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD						
	RIP	\$5,990	R/W	07/08	Complete Expend	2/29/12	G	\$5.990M Alloc'd 12/13/07 20-Mo Ext App'd May	G
34	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St						
	RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA	Alloc App'd 7/26/07	G
35	2100E	Oakland	7th St. / West Oakland TOD						
	ARRA-TE	\$1,300	Con	09/10	Accept Contract	9/30/12	G	\$1,300 Obligated 8/5/09 Contract Awd 2009	G

Notes:

- The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite the required activity and/or satisfy the requirement.
- Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).
- Project reported as complete and will be removed from report.

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

Status Date: January 31, 2011

2010 STIP -Timely Use of Funds Provisions

The At Risk Report monitors the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

Required Activity	Description
Allocation	For all phases, by the end (June 30th) of the fiscal year programmed in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the FY in which the expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

The At Risk Report utilizes the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six (6) to ten (10) months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	NA	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six (6) to twelve (12) months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

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

Notes:



Memorandum

DATE: February 14, 2011
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: Approve Federal STP/CMAQ Program At Risk Report

Recommendation

It is recommended the Commission approve the attached Federal STP/CMAQ Program At Risk Report, dated January 31, 2011.

Summary

The report includes 46 locally sponsored federally funded projects segregated by “zone.” Red zone projects are considered at a relatively high risk of non-compliance with the provisions of MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information

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

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

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

Attachment

Attachment A - Federal STP/CMAQ Program At Risk Report

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Red Zone Projects

Index	TIP ID	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
1	ALA110033	ACCMA	Alameda County Safe Routes to School					
	CMAQ	\$2,289	Con	10/11	Req Field Review	Note 1	G App'd into TIP 1/6/11	NA
					Submit Req for Auth	02/01/11	G Req sub'd 1/21/11	
					Obligate Funds	04/30/11	R	
	STP	\$400	Con	10/11	Submit Req for Auth	02/01/11	G Req sub'd 1/21/11	
					Obligate Funds	04/30/11	R	
2	ALA110025	Alameda	Alameda - Otis Drive Rehabilitation					
	STP	\$837	Con	10/11	Submit Req for Auth	02/01/11	R Field Review held Dec.'10	
					Obligate Funds	04/30/11	R	
3	ALA030002	Ala County	Vasco Road Safety Imps. Phase 1A					
	STP	\$2,250	Con	07/08	Advertise Contract	02/28/11	R \$2,250 Obligated 8/31/10	Y
					Award Contract	05/31/11	R	
					Submit First Invoice	08/31/11	G	
					Liquidate Funds	08/31/16	G	
4	ALA110026	Ala County	Alameda Co - Central Unincorporated Pavement Rehab					
	STP	\$50	PE	10/11	Req Field Review	Note 1	R App'd into TIP 1/6/11	NA
					Submit Req for Auth	02/01/11	R	
					Obligate Funds	04/30/11	R	
	STP	\$1,071	Con	11/12	Submit Req for Auth	02/01/11	G	
					Obligate Funds	04/30/12	G	
5	ALA110009	Ala CTC	Bike Repair and Encouragement Vehicle					
	CMAQ	\$442	PE	10/11	Req Field Review	Note 1	G App'd into TIP 12/30/10	NA
					Submit Req for Auth	02/01/11	G Req sub'd 1/21/11	
					Obligate Funds	04/30/11	R	
	CMAQ	\$58	Con	10/11	Submit Req for Auth	02/01/11	G Req sub'd 1/21/11	
					Obligate Funds	04/30/11	R	
6	ALA110039	Albany	Albany - Pierce Street Pavement Rehabilitation					
	STP	\$117	Con	10/11	Req Field Review	Note 1	R App'd into TIP 1/6/11	NA
					Submit Req for Auth	02/01/11	R	
					Obligate Funds	04/30/11	R	
7	ALA110032	BART	Downtown Berkeley BART Plaza/Transit Area Imps.					
	CMAQ	\$706	PE	10/11	Req Field Review	Note 1	R App'd into TIP 1/6/11	NA
					Submit Req for Auth	02/01/11	R	
					Obligate Funds	04/30/11	R	
	CMAQ	\$1,099	Con	10/11	Submit Req for Auth	02/01/11	R	
					Obligate Funds	04/30/11	R	

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
8	ALA110038	BART	BART - West Dublin BART Station Ped Access Imps									
		CMAQ			\$21	PE	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
								Submit Req for Auth	02/01/11	R		
								Obligate Funds	04/30/11	R		
		CMAQ			\$839	Con	10/11	Submit Req for Auth	02/01/11	R		
								Obligate Funds	04/30/11	R		
9	ALA110007	Berkeley	City of Berkeley Transit Action Plan - TDM									
		CMAQ			\$1,999	PE	10/11	Req Field Review	Note 1	R	App'd into TIP 12/30/10	NA
								Submit Req for Auth	02/01/11	R		
								Obligate Funds	04/30/11	R		
		CMAQ			\$10	Con	10/11	Submit Req for Auth	02/01/11	R		
								Obligate Funds	04/30/11	R		
10	ALA110022	Berkeley	Berkeley - Sacramento St Rehab - Dwight to Ashby									
		STP			\$955	Con	10/11	Submit Req for Auth	02/01/11	R	Field Review held 1/25/11	
								Obligate Funds	04/30/11	R		
11	ALA110034	Dublin	West Dublin BART Golden Gate Drive Streetscape									
		CMAQ			\$67	PE	10/11	Obligate Funds	04/30/11	R	Field Review held 1/25/11 PE Req submitted 1/25/11	
		CMAQ			\$580	Con	11/12	Submit Req for Auth	02/01/12	G		
								Obligate Funds	04/30/12	G		
12	ALA110012	Fremont	Fremont CBD/Midtown Streetscape									
		CMAQ			\$1,600	Con	10/11	Submit Req for Auth	02/01/11	R	Field Review held 12/8/10	
								Obligate Funds	04/30/11	R		
13	ALA110018	Fremont	Fremont Various Streets Pavement Rehabilitation									
		STP			\$3,138	Con	10/11	Obligate Funds	04/30/11	R	Field Review held 11/16/10 Auth Req sub'd 1/31/11	
14	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab									
		STP			\$1,336	Con	10/11	Submit Req for Auth	02/01/11	R	Field Review held 1/24/11	
								Obligate Funds	04/30/11	R		
15	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape									
		CMAQ			\$536	PE	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
								Submit Req for Auth	02/01/11	R		
								Obligate Funds	04/30/11	R		
		CMAQ			\$1,682	Con	11/12	Submit Req for Auth	02/01/12	G		
								Obligate Funds	04/30/12	G		
16	ALA110015	Livermore	Livermore Downtown Lighting Retrofit									
		CMAQ			\$176	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
								Submit Req for Auth	02/01/11	R		
								Obligate Funds	04/30/11	R		

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone	
17	ALA110023	Livermore	Livermore - 2011 Various Arterials Rehab							
	STP	\$1,028	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA	
					Submit Req for Auth	02/01/11	R			
					Obligate Funds	04/30/11	R			
18	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities							
	STP	\$560	PE	10/11	Submit Req for Auth	02/01/11	R	Req for Auth sub'd 2/1/11		
					Obligate Funds	04/30/11	R			
	CMAQ	\$435	Con	11/12	Submit Req for Auth	02/01/12	G			
	STP	\$3,057	Con	11/12	Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
19	ALA110014	Oakland	Oakland - MacArthur Blvd Streetscape							
	CMAQ	\$1,700	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA	
					Submit Req for Auth	02/01/11	R			
					Obligate Funds	04/30/11	R			
20	ALA110021	Pleasanton	Pleasanton Various Streets Pavement Rehab							
	STP	\$876	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA	
					Submit Req for Auth	02/01/11	R			
					Obligate Funds	04/30/11	R			
21	ALA110031	Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities							
	CMAQ	\$709	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA	
					Submit Req for Auth	02/01/11	R	TIP Amend Pending		
					Obligate Funds	04/30/11	R	Con being moved to 11/12		
22	ALA110020	San Leandro	San Leandro - Marina Blvd Rehabilitation							
	STP	\$807	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA	
					Submit Req for Auth	02/01/11	R	Field Review held 1/27		
					Obligate Funds	04/30/11	R			
23	ALA110017	Union City	Union City - Dyer Street Rehabilitation							
	STP	\$861	Con	10/11	Submit Req for Auth	02/01/11	R	Field Review held 1/18/11		
					Obligate Funds	04/30/11	R			
24	ALA110036	Union City	Union City BART East Plaza Enhancements							
	CMAQ	\$4,450	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA	
					Submit Req for Auth	02/01/11	R			
					Obligate Funds	04/30/11	R			

Yellow Zone Projects

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
25	ALA110030	Albany	Albany - Buchanan Bicycle and Pedestrian Path							
	CMAQ	\$1,702	Con	11/12	Req Field Review	04/30/11	Y	App'd into TIP 1/6/11		NA
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
26	ALA110024	Dublin	Dublin Citywide Street Resurfacing							
	STP	\$547	Con	11/12	Req Field Review	04/30/11	Y	App'd into TIP 1/6/11		NA
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
27	ALA110013	Livermore	Iron Horse Trail Extension in Downtown Livermore							
	CMAQ	\$1,566	Con	11/12	Req Field Review	04/30/11	Y	App'd into TIP 1/6/11		NA
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
28	ALA110037	Livermore	Livermore Village Streetscape Infrastructure							
	CMAQ	\$2,500	Con	11/12	Req Field Review	04/30/11	Y	App'd into TIP 1/6/11		NA
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
29	ALA110016	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab							
	STP	\$682	Con	11/12	Req Field Review	04/30/11	Y	App'd into TIP 1/6/11		NA
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
30	TBD	Oakland	Various Intersections							
	HSIP	\$81	Con	11/12	Request Field Review	04/30/11	Y	Note 2		NA
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G	CT Deadline 9/30/12		
					Project Close Out	09/30/14	G			
31	TBD	Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th							
	HSIP	\$223	Con	11/12	Request Field Review	04/30/11	Y	Note 2		NA
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G	CT Deadline 9/30/12		
					Project Close Out	09/30/14	G			
32	ALA110029	Oakland	Oakland Foothill Blvd Streetscape							
	CMAQ	\$2,200	Con	11/12	Req Field Review	04/30/11	Y	App'd into TIP 1/6/11		NA
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
33	ALA110010	Port	Shore Power Initiative							
	CMAQ	\$3,000	Con	11/12	Req Field Review	04/30/11	Y	App'd into TIP 12/30/10		NA
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			

Yellow Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
						Req'd By			
34	ALA110028	Union City	Union City Blvd Corridor Bicycle Imp. Phase 1						
	CMAQ	\$860	Con	11/12	Req Field Review	04/30/11	Y	App'd into TIP 1/6/11	NA
					Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G		

Green Zone Projects

Index	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
						Req'd By			
35	TBD	Ala. County	Remove Permanent Obstacle along Shoulder (Foothill Road)						
	HSIP	\$58	PE	08/09	Project Close Out	09/30/14	G	PE Auth 2/23/09	NA
					Liquidate Funds	02/23/15	G	Note 2	
	HSIP	\$427	Con	11/12	Submit Req for Auth	01/01/12	G		
					Obligate Funds	03/31/12	G		
36	TBD	Ala. County	Install Traffic Signal and Provide Frontage Improvements (Castro Valley Blvd. and Wisteria St.)						
	HSIP	\$58	PE	09/10	Project Close Out	03/31/14	G	PE Auth 8/14/09	NA
					Liquidate Funds	08/14/15	G	Note 2	
	HSIP	\$640	Con	11/12	Submit Req for Auth	01/01/12	G		
					Obligate Funds	03/31/12	G		
37	TBD	Ala. County	Fairview Elementary School Vicinity Improvements						
	SRTS	\$77	PE	08/09	Project Close Out	03/31/14	G	PE Auth 1/29/09	NA
					Liquidate Funds	01/29/15	G	Note 2	
	SRTS	\$508	Con	11/12	Submit Req for Auth	01/01/12	G		
					Obligate Funds	03/31/12	G		
38	TBD	Ala. County	Patterson Pass Road Widen or Improve Shoulder						
	HRRR	\$717	Con	12/13	Req Field Review	04/30/12	G	High Risk Rural Roads	NA
					Submit Req for Auth	02/01/13	G		
					Obligate Funds	04/30/13	G		
39	TBD	Ala County	Marshall Elementary School Vicinity Improvements						
	SRTS	\$50	PE	09/10	Project Close Out	09/30/14	G	PE Auth 12/7/10	NA
					Liquidate Funds	12/07/16	G	Note 2	
	SRTS	\$450	Con	11/12	Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G		

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title								
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
40	TBD	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)								
			HSIP	\$35	PE	07/08	Project Close Out	03/31/14	G	PE Auth 11/28/07	NA
							Liquidate Funds	11/28/13	G	Note 2	
			HSIP	\$164	Con	11/12	Submit Req for Auth	01/01/12	G		
							Obligate Funds	03/31/12	G		
41	TBD	Fremont	Replace Concrete Poles with Aluminum in Median (Paseo Parkway)								
			HSIP	\$35	PE	09/10	Project Close Out	03/31/14	G	PE Auth 4/8/09	NA
							Liquidate Funds	04/08/15	G	Note 2	
			HSIP	\$264	Con	11/12	Submit Req for Auth	01/01/12	G		
							Obligate Funds	03/31/12	G		
42	TBD	Fremont	Paseo Padre Parkway - Walnut to Washington								
			HSIP	\$23	PE	09/10	Project Close Out	12/01/14	G	PE Auth 11/18/10	NA
							Liquidate Funds	11/18/16	G	Note 2	
			HSIP	\$120	Con	12/13	Submit Req for Auth	09/01/12	G		
							Obligate Funds	12/01/12	G		
43	TBD	Fremont	Walnut Avenue from Fremont to Parkhurst & Argonaut Way from Parkhurst to Mowry								
			HSIP	\$59	PE	09/10	Project Close Out	12/01/14	G	PE Auth 11/22/10	NA
							Liquidate Funds	11/22/16	G	Note 2	
			HSIP	\$459	Con	12/13	Submit Req for Auth	09/01/12	G		
							Obligate Funds	12/01/12	G		
44	TBD	Oakland	Multiple School (5 Schools) Improvements Along Major Routes								
			SRTS	\$118	PE	09/10	Project Close Out	03/31/14	G	PE Auth 1/26/10	NA
							Liquidate Funds	01/26/16	G	Note 2	
			SRTS	\$802	Con	11/12	Submit Req for Auth	01/01/12	G		
							Obligate Funds	03/31/12	G		
45	TBD	Oakland	Multiple School (5 Elem. + 1 Middle) Vicinity Improvements								
							Project Close Out	03/31/12	G	Note 2	NA
			SRTS	\$110	PE	07/08	Liquidate Funds	03/02/14	G	PE Auth 3/2/08	
			SRTS	\$590	Con	11/12	Liquidate Funds	11/22/16	G	Con Auth 11/22/10	
46	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface								
			CMAQ	\$312	PE	10/11	Obligate Funds	04/30/11	G	E-76 issued 12/21/10	
			CMAQ	\$4,298	Con	11/12	Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		

Notes:

- 1 MTC Reso 3606 deadline is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete required activity.
- 2 Projects in the Safe Routes to School (SRTS), Highway Safety Improvement Program (HSIP), and High Risk Rural Roads (HR3) programs administered by Caltrans are subject to requirements set forth for each program by Caltrans. This report overlays the MTC Reso 3606 requirements and, if a conflict exists, shows the earlier requirement. Amounts obligated for PE are shown and any remaining programmed amount is assumed to be moved to FY 11/12 for Con.

Appendix A Federal At Risk Report Zone Criteria Required Activities per Resolution 3606 (Revised July 23, 2008)			
Required Activities Monitored by CMA ¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months		All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Other Zone Criteria			
Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.		
Yellow Zone	Projects with an Amendment to the TIP pending.		
Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.			

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

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

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

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

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

Index	Definition	Deadline
8a	Inactive Projects	
	Per MTC Resolution 3606-Revised, "Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated."	Funds must be invoiced and reimbursed against once every 12 months to remain active.
9	Liquidate Funds	
	Per MTC Resolution 3606-Revised, "Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation. California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers."	Funds must be liquidated within six years of obligation.
10	Estimated Completion Date/Project Closeout	
	<p>Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project.</p> <p>Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."</p>	<p>Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans.</p> <p>Project Close-out: Within 6 months of final project invoice.</p>
Notes: <p>¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval.</p> <p>² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.</p>		

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

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

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

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C1	ALA070042/ ACCMA I-880 SB HOV Lane	CMAQ STP	\$6,979 \$801	PE PE	07/08 09/10	12/19/07 9/21/10	4/28/10 11/24/10	Note 2 3
C2	ALA10032/ ACCMA I-580 San Leandro Estudillo Noise Barrier	STP	\$7,262	Con	08/09	3/27/09	11/30/10	3
C3	ALA050018/ ACCMA Grand/MacArthur Bus Improvements	CMAQ	\$500	Con	06/07	5/22/08	9/7/10	5
C4	ALA030002/ Ala. County Vasco Road Safety Imps., Phase 1	STP	\$3,900 \$9,350	R/W Con	04/05 07/08	6/29/05 6/20/08	11/26/07 5/27/10	Note 2 9
C5	ALA050072/ Ala. County Castro Vly Blvd. Rehab - Foothill to Stanton	STP	\$83 \$758	PSE Con	06/07 08/09	6/26/07 7/23/09	5/6/10 5/6/10	Note 2 9
C6	ALA070040/ Ala. County Hampton Rd Streetscape Improvement	CMAQ	\$2,999	Con	08/09	6/17/09	6/23/10	8
C7	ALA050082/ Dublin East Dublin BART Station Corridor	CMAQ CMAQ	\$2,587 \$489	Con PE	08/09 06/07	3/9/09 4/12/07	3/16/10 3/16/10	11 Note 2
C8	ALA070037/Fremont Bay Street Streetscape and Parking Project	CMAQ	\$1,570	Con	08/09	1/21/09	1/14/2010	13
C9	ALA070038/ Livermore Downtown Ped Transit Connection	CMAQ	\$140 \$1,060	PE Con	07/08 08/09	11/16/07 3/30/09	5/10/10 5/10/10	Note 2 9
C10	ALA070059/ Livermore Downtown Pedestrian Improvements	CMAQ	\$845	Con	08/09	4/8/09	7/26/10	7
C11	ALA050021/ Oakland Oakland Street Resurfacing Program	STP	\$825	Con	05/06	6/21/06	9/23/10	5
C12	ALA050023/ Oakland Rehabilitation on Various Streets	STP STP	\$1,573 \$2,486	Con Con	05/06 07/08	6/21/06 4/11/08	6/9/10 6/9/10	Note 2 8
C13	ALA050039/ Oakland MacArthur Transit Hub Imps	CMAQ CMAQ	\$200 \$996	PE Con	05/06 06/07	3/30/06 3/20/07	2/26/10 10/12/10	Note 2 4
C14	ALA050080/ Oakland 7th St., W. Oakland Transit Village Imps.	CMAQ STP ARRA	\$320 \$2,330 \$1,300	PE Con Con	07/08 08/09 08/09	11/5/07 8/5/09 8/5/09	04/02/10 6/15/10 6/15/10	10 8 8
C15	ALA070011 Oakland 66th Ave. Streetscape Improvement Project	CMAQ	\$1,230	Con	08/09	3/30/09	9/14/10	5
C16	ALA070027 Oakland W. Oakland Bay Trail: Mandela Pkwy	CMAQ	\$770	Con	06/07	3/19/07	7/16/10	7

Appendix C (cont.)**Date of Most Recent Invoice on Record at CMA**

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

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

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C17	ALA070039 Oakland Oakland Waterfront Bay Trail	CMAQ	\$899	Con	07/08	4/16/08	9/22/10	5
C18	ALA050069/ San Leandro Washington Ave Rehab - Creek to I-880	STP	\$49 \$442	PE Con	06/07 07/08	3/5/07 5/7/08	5/7/09 8/9/10	Note 2 6
C19	ALA050078/ San Leandro Bay Trail Bridge at Oyster Bay Slough	CMAQ	\$750	Con	08/09	12/19/08	3/8/10	11
C20	ALA070048/ San Leandro San Leandro ATMS Upgrade	CMAQ	\$184	Con	07/08	4/2/08	12/13/10	2
C21	ALA050070/ Union City Alvarado-Niles Pavement Rehabilitation	STP STP	\$5 \$421	PE Con	07/08 08/09	4/4/08 1/21/09	1/6/09 9/14/2009	Note 2 17

Notes: ¹ Partial months are rounded up to full months (i.e. 4 months and 1 day = 5 months).

² The programmed amount for this phase has been fully invoiced.

³ Final Invoice submitted by Sponsor.

Appendix D**Projects with Liquidate Funds as the Next Required Activity****Or with Funds Obligated for Transfer to FTA**

Most projects are completed in advance of the "Liquidate Funds" deadline which is six years following obligation. When Liquidate Funds becomes the next required activity being tracked by the Alameda CTC monitoring team, the monitoring team is dependent on the project sponsor to submit documentation when the project is complete. If the sponsor does not submit anything to the Alameda CTC when the project is completed, the monitoring program will track the project until the Liquidate Funds deadline. In order to keep the number of projects in the "Zone" sections of the report to a minimum, projects for which Liquidate Funds is the next required activity will be moved to Appendix D. If the project monitoring team receives documentation that the project has been closed out in the federal aid system, the project will be shown as completed in the next report and then removed from the report in subsequent reports. If the project monitoring team does not receive any documentation about project closeout, the Liquidate Funds requirement will move the project into the Yellow Zone and subsequently the Red Zone in accordance with Appendix A. Projects with funds obligated for transfer to FTA are treated in a similar fashion, however the project monitoring team does not track activities required by FTA Grant Agreements.

Index	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	
D1	ALA010034	AC Transit	Maintenance Facilities Upgrade						
	STP	\$4,000	Con	07/08				Obligated for Transfer to FTA Grant	
D2	ALA010063	AC Transit	Acquire 416 Bus Catalyst Devices						
	CMAQ	\$68	Con	04/05				Obligated for Transfer to FTA Grant	
D3	ALA050017	AC Transit	Enhanced Bus - Telegraph/Int'l/East 14th						
	CMAQ	\$35,000	Con	08/09				Obligated for Transfer to FTA Grant	
D4	ALA070047	AC Transit	Travel Choice -Berkeley						
	CMAQ	\$216	Con	07/08				Obligated for Transfer to FTA Grant	
D5	ALA070055	AC Transit	Bike Racks for New Buses						
	CMAQ	\$100	Con	07/08				Obligated for Transfer to FTA Grant	
D6	ALA010032	ACCMA	I-580 San Leandro Estudillo Noise Barrier						
	STP	\$7,262	Con	08/09	Liquidate funds	03/27/15	G	\$7,262 Obligated 3/27/09 Contract Awd 5/28/09	
D7	ALA050018	ACCMA	Grand/MacArthur Bus Improvements						
	CMAQ	\$500	Con	06/07	Liquidate Funds	05/22/14	G	\$500 Obligated 5/22/08	
D8	ALA050036	ACCMA	SMART Corridors Operations & Management						
	CMAQ	\$283	Con	06/07	Liquidate Funds	01/27/15	G	\$283 Obligated 1/27/09	
	STP	\$135	Con	05/06	Liquidate Funds	09/07/12	G	\$135 Obligated 9/7/06	
	CMAQ	\$518	Con	07/08	Liquidate Funds	07/03/14	G	\$518 Obligated 7/3/08	
D9	ALA070020	ACCMA	I-580 (Tri-Valley) Corridor - EB HOV/HOT Lanes						
	I-580 EB HOT Conversion								
	ARRA	\$7,500	PE		Liquidate Funds	11/27/15	G	Contract Awarded 3/25/10 \$7.5M Obligated 11/27/09 System Integrator in PE2	
	I-580 EB HOV/HOT Lanes								
	CMAQ	\$6,161	Con	08/09	Liquidate Funds	04/09/15	G	\$6,161 Obligated 12/19/08 Funds De-Obligated 2/4/09 Re-Obligated 4/9/09 Caltrans Adminstering Funds	

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
Or with Funds Obligated for Transfer to FTA**

Most projects are completed in advance of the "Liquidate Funds" deadline which is six years following obligation. When Liquidate Funds becomes the next required activity being tracked by the Alameda CTC monitoring team, the monitoring team is dependent on the project sponsor to submit documentation when the project is complete. If the sponsor does not submit anything to the Alameda CTC when the project is completed, the monitoring program will track the project until the Liquidate Funds deadline. In order to keep the number of projects in the "Zone" sections of the report to a minimum, projects for which Liquidate Funds is the next required activity will be moved to Appendix D. If the project monitoring team receives documentation that the project has been closed out in the federal aid system, the project will be shown as completed in the next report and then removed from the report in subsequent reports. If the project monitoring team does not receive any documentation about project closeout, the Liquidate Funds requirement will move the project into the Yellow Zone and subsequently the Red Zone in accordance with Appendix A. Projects with funds obligated for transfer to FTA are treated in a similar fashion, however the project monitoring team does not track activities required by FTA Grant Agreements.

Index	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	
D10	ALA070041	ACCMA	I-80 Integrated Corridor Mobility						
	CMAQ	\$3,243	PE	07/08	Liquidate funds	07/10/14	G	\$3,243 Obligated 7/10/08	
D11	ALA070042	ACCMA	I-880 SB HOV Lanes -Marina to Hegenberger						
	CMAQ	\$6,979	PE	07/08 08/09	Liquidate funds	12/19/13	G	\$4M obligated 12/19/07 STP to CMAQ 4/18/08 \$2.781M added 4/15/09 \$198 of STP to CMAQ	
	CMAQ	\$801	PE	09/10	Liquidate funds	12/19/13	G	\$801 Obligated 9/21/10	
D12	ALA050009	ACTIA	I-580 Castro Valley Interchange Improvements						
	STP	\$1,000	Con	07/08	Liquidate Funds	04/28/14	G	\$1,000 Obligated 4/28/08	
D13	ALA070025	Alameda	City of Alameda Signal Coordination						
	CMAQ	\$59	Con	06/07	Liquidate Funds	05/31/13	G	\$59 Obligated 5/31/07 Force Account	
D14	ALA070049	Alameda	Signal Coordination: 8th St, Otis Dr., & Park St.						
	CMAQ	\$138	Con	07/08	Liquidate Funds	04/18/14	G	\$138 Obligated 4/18/08	
D15	ALA030002	Ala County	Vasco Road Safety Imps. Phase 1						
	STP	\$9,350	Con	07/08	Liquidate Funds	06/20/14	G	\$9,350 Obligated 6/20/08 Contract Awarded 7/29/08	G
	STP	\$3,900	R/W	04/05	Liquidate Funds	06/29/11		\$3,900 Obligated 6/29/05 R/W Phase drawn down	
D16	ALA050072	Ala County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.						
	STP	\$758	Con	08/09	Liquidate Funds	07/23/15	G	\$758 Obligated 7/23/09 advertised 8/7/09	G
	STP	\$83	PSE	06/07	Liquidate Funds	06/26/13	G	\$83 Obligated 6/26/07	
D17	ALA070040	Ala County	Hampton Rd Streetscape Improvement						
	CMAQ	\$2,999	Con	08/09	Liquidate Funds	06/17/15	G	\$2,999 Obligated 6/17/09	G

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
Or with Funds Obligated for Transfer to FTA**

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Index	TIP ID	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
D18	ALA050065	BART	Ed Roberts Campus						
	CMAQ	\$2,000	Con	07/08				Obligated for Transfer to FTA Grant 8/1/08	
D19	ALA070034	BART	Ashby BART Station / Ed Roberts Campus						
	CMAQ	\$1,386	Con	08/09				Obligated for Transfer to FTA Grant 8/1/08	
D20	ALA070051	BART	BART Station Electronic Bike Lockers, Phase 2						
	CMAQ	\$130	Con	08/09				Obligated for Transfer to FTA Grant 7/14/09	
D21	ALA050073	Berkeley	University Ave Reconstruction						
	STP	\$630	Con	08/09	Liquidate funds	02/05/15	NA	Final Invoiced Paid 3/22/10	G
D22	ALA050059	Caltrans	SR 13 Median Landscaping						
	STP	\$500	Con	06/07	Liquidate Funds	05/15/13	G	\$400 Obligated 5/15/07	G
	STP	\$100	Con	08/09	Liquidate Funds	01/13/15	G	\$100 Obligated 1/13/09	
D23	ALA050082	Dublin	East Dublin BART Station Corridor Enhancements						
	CMAQ	\$2,587	Con	08/09	Liquidate Funds	03/09/15	G	Contract Awarded 5/19/09 \$2,587 Obligated 3/9/09 Combined w/ALA050083	G
	CMAQ	\$489	PE	06/07	Liquidate Funds	04/12/13	G	\$489 Obligated 4/12/07	
D24	ALA050022	Fremont	Rehab on Various Sts						
	STP	\$2,172	Con	05/06	Liquidate Funds	06/13/12	G	\$2,172 Obligated 6/13/06	
	STP	\$2,850	Con	06/07	Liquidate Funds	05/30/13	G	\$2,850 Obligated 5/30/07	
D25	ALA070037	Fremont	Bay Street Streetscape and Parking Project						
	CMAQ	\$1,570	Con	08/09	Liquidate Funds	01/21/15	G	\$1,570 Obligated 1/21/09	G
D26	ALA070050	Fremont	Mowry Ave Arterial Management						
	CMAQ	\$419	Con	07/08	Liquidate Funds	09/15/14	G	\$419 Obligated 9/15/08	G
D27	ALA050025	Hayward	Hesperian Blvd Rehab						
	STP	\$713	Con	05/06	Liquidate Funds	06/27/12	G	\$713 Obligated 6/27/06	
	STP	\$8	Env	05/06	Liquidate Funds	02/15/12	G	\$8 Obligated 2/15/06	

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
Or with Funds Obligated for Transfer to FTA**

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Index	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	
D28	ALA050056	Hayward	West A Street Rehab						
	STP	\$117	Con	05/06	Liquidate Funds	06/27/12	G	\$117 Obligated 6/27/06	
	STP	\$5	Env	05/06	Liquidate Funds	02/15/12	G	\$5 Obligated 2/15/06	
D29	ALA050071	Hayward	Rehab on Various Streets (Arterial Pavement Rehab)						
	STP	\$776	Con	07/08	Liquidate Funds	03/26/14	G	\$835 Obligated 3/26/08	G
	STP	\$104	PE	06/07	Liquidate Funds	04/03/13	G	\$104 Obligated 4/3/07 E-76 Rev to \$45 3/26/08	
D30	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices						
	CMAQ	\$175	Con	04/05				Obligated for Transfer to FTA Grant	
D31	ALA030017	LAVTA	Exp. Bus -Route 70 & Subscript. Routes						
	CMAQ	\$89	Con	04/05				Obligated for Transfer to FTA Grant	
D32	ALA070028	LAVTA	ACE Station Shuttle Services						
	CMAQ	\$88	Con	06/07				Obligated for Transfer to FTA Grant	
D33	ALA070029	LAVTA	E. Dublin/ Pleasanton BART Station Shuttle						
	CMAQ	\$102	Con	06/07				Obligated for Transfer to FTA Grant	
D34	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)						
	STP	\$158	Con	05/06	Liquidate Funds	05/01/12	G	\$158 Obligated 5/1/06	
D35	ALA050024	Livermore	South Vasco Rd Rehab						
	STP	\$300	Con	05/06	Liquidate Funds	05/01/12	G	\$300 Obligated 5/1/06	
D36	ALA050068	Livermore	Murrieta Blvd Pavement Rehabilitation						
	STP	\$486	Con	06/07	Liquidate Funds	04/27/13	G	Final Invoice Sub'd 1/17/07	
D37	ALA070038	Livermore	Downtown Livermore Ped Transit Connection						
	CMAQ	\$1,060	Con	08/09	Liquidate Funds	03/30/15	G	\$888 Obligated 3/30/09 Contract Awarded 7/13/09	
	CMAQ	\$140	PE	07/08	Liquidate Funds	11/16/13	G	\$140 obligated 11/16/07	

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
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Index	TIP ID	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By		
D38	ALA070059	Livermore	Downtown Pedestrian Improvements					
	CMAQ	\$845	Con	08/09	Liquidate Funds	04/08/15	G	\$845 Obligated 4/8/09 Contract Awd 10/12/09
D39	ALA010021	Oakland	City of Oakland Street Resurfacing Program					
	STP	\$825	Con	05/06	Liquidate Funds	06/21/12	G	\$825 Obligated 6/21/06
D40	ALA030007	Oakland	Coliseum Transit Hub (San Leandro St. btwn 73rd & 66th Ave)					
		\$89	Con	06/07	Liquidate Funds	01/17/13	G	\$89K Obligated 1/17/07 CE determination 5/26/04
D41	ALA050023	Oakland	Rehab on Various Sts					
	STP	\$2,486	Con	07/08	Liquidate Funds	04/11/14	G	\$2,486 Obligated 4/11/08 Contract Awd 1/6/09
	STP	\$1,573	Con	05/06	Liquidate Funds	06/21/12	G	\$1,573 Obligated 6/21/06
D42	ALA050039	Oakland	MacArthur Transit Hub Improvement Project					
	CMAQ	\$996	Con	06/07 07/08	Liquidate Funds	03/30/13	G	\$681 Obligated 3/30/07 \$215 Obligated 9/5/07 \$100 Obligated 6/11/08
	CMAQ	\$200	PE	05/06	Liquidate Funds	03/30/12	G	\$200 Obligated 3/30/06
D43	ALA050080	Oakland	7th St, W. Oakland Transit Village Imps					
	ARRA-TE	\$1,300	Con					\$1,300 Obligated 8/5/09
	STP	\$2,330	Con	08/09	Liquidate Funds	08/05/15	G	\$2,330 Obligated 1/21/09 Re-Obligated 8/5/09
					Liquidate Funds	08/05/15	G	Contract Awarded 12/8/09
	CMAQ	\$320	PE	07/08	Liquidate Funds	11/05/13	G	\$320 Obligated 11/5/07
D44	ALA070011	Oakland	66th Avenue Streetscape Improvement Project					
	CMAQ	\$1,230	Con	08/09	Liquidate Funds	03/30/15	G	\$1,230 Obligated 3/30/09
D45	ALA070027	Oakland	W. Oakland Bay Trail: Mandela Pkwy & 8th Street					
	CMAQ	\$770	Con	06/07	Liquidate Funds	03/19/13	G	\$770 Obligated 3/19/07

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
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Index	TIP ID	Sponsor		Project Title		Date Req'd By	Zone	Notes
		Source	Prog'd Amount (\$x 1,000)	Phase	FY			
D46	ALA070039	Oakland		Oakland Waterfront Bay Trail				
	CMAQ		\$899	Con	07/08	Liquidate Funds	04/16/14	G \$599 Obligated 4/16/08 \$300 Obligated 7/11/08
D47	ALA050026	San Leandro		Washington Ave Rehab				
	STP		\$30	PSE	04/05	Liquidate Funds	02/24/11	G \$30 Obligated 2/24/05
	STP		\$445	Con	05/06	Liquidate Funds	03/24/12	G \$455 Obligated 3/24/06
D48	ALA050055	San Leandro		Floresta Blvd Street Rehab				
	STP		\$185	Con	05/06	Liquidate Funds	03/24/12	G \$185 Obligated 3/24/06
D49	ALA070030	San Leandro		Traffic Signal System Improvements				
	CMAQ		\$100	Con	06/07	Liquidate Funds	04/30/13	G \$100 Obligated 4/30/07
D50	ALA050069	San Leandro		Washington Ave Rehab -San Lorenzo Creek to I-880 O/C				
	STP		\$442	Con	07/08	Liquidate Funds	05/07/14	G \$442 Obligated 5/7/08
	STP		\$49	PE	06/07	Liquidate Funds	03/05/13	G \$49 Obligated 3/5/07
D51	ALA050078	San Leandro		Bay Trail Bridge at Oyster Bay Slough				
	CMAQ		\$750	Con	08/09	Liquidate funds	12/19/14	G \$750 Obligated 12/19/08
D52	ALA070048	San Leandro		San Leandro ATMS Upgrade				
	CMAQ		\$184	Con	07/08	Liquidate Funds	04/02/14	G \$184 Obligated 4/2/08 Force Account
D53	ALA990015	Union City		UC Intermodal Station				
	CMAQ		\$124	Con	07/08			Obligated for Transfer to FTA Grant 2/6/08
	CMAQ		\$1,702	Con	07/08			Obligated for Transfer to FTA Grant 1/25/08
	CMAQ		\$3,024	Con	05/06			Obligated for Transfer to FTA Grant 7/10/06



Memorandum

DATE: February 14, 2011
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: Approve CMA Exchange Program Quarterly Status Report

Recommendation

It is recommended the Commission approve the CMA Exchange Program Quarterly Status Report, dated January 31, 2011.

Information

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

Attachment

Attachment A – CMA Exchange Program Quarterly Status Report

CMA Exchange Projects - Quarterly Status Report

Status Date: January 31, 2010

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 12/17/10)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E	
2	Ex 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E	
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E	
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 4,728,844	\$ 1,649,156	12/31/10	E	
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 7,531,000		\$ 7,531,000	12/31/15	D	
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/10	D	
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000		\$ 1,000,000	12/31/10	D	
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000		\$ 1,300,000	12/31/10	D	
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E	
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E	
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E	
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E	
16	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 1,813,153	\$ 7,500,847	12/31/10	E	
Totals:					\$ 78,632,180	\$ 58,147,327	\$ 20,484,853			

Notes:

¹ E = Agreement Executed

A = Agreement Amendment in Process

D = Agreement Draft Form

N = Agreement Not Initiated



Memorandum

DATE: February 15, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approve Transportation Fund for Clean Air (TFCA) Program At Risk Report

Recommendation

It is recommended the Commission approve the TFCA At Risk Report, dated January 31, 2011.

Summary

The report includes the currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates a total of 26 projects into Red, Yellow, and Green zones based on upcoming project delivery milestones. A project in the “Red Zone” has required activities due within the next four months. The projects listed under the report’s “Green Zone” have required activities that are due in eight months or more. There are no “Yellow Zone” projects in this report. Six projects are listed as completed and will be removed from the next report.

The funding agreements for the projects approved for the FY 2010/11 program were provided to sponsors in November and fully-executed agreements are due by February 17, 2011. If a funding agreement for a FY 10/11 project has yet to be fully-executed, it has been included in the report’s Red Zone.

Attachment

Attachment A – TFCA Program Manager Fund At Risk Report

TFCA County Program Manager Fund

At Risk Report

Report Date: January 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months)							
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11		Funding agreement to be executed by 2/17/11. Signed agreement has been received from sponsor.
			\$ 210,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
GREEN ZONE (Milestone deadline beyond 7 months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures not complete Expenditure deadline Dec '11 (2nd extension appv'd 10/28/10) FMR Due Jan '12
			\$ 275,405.00	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Jan-12		
				Expend Deadline Met?	12/22/11		
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Oct '11
			\$ 420,000.00	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Oct-11		
				Expend Deadline Met?	12/22/11		
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Jan '12
			\$ 66,500.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Jan-12		
				Expend Deadline Met?	12/22/11		
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Oct '11
			\$ 247,316.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Oct-11		
				Expend Deadline Met?	12/22/11		
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice to be received FMR Due Feb '13 (2-year post-project reporting required)
			\$ 174,493.00	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Feb-13		
				Expend Deadline Met?	12/22/10	Yes	
08ALA11	LAVTA	Route 10 BRT TSP and Queue Jumper Improvements	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice received Jan'11 FMR Due Mar '11
			\$ 444,722.00	Project Start	Jul-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ 417,485.74	FMR	Mar-11		
				Expend Deadline Met?	12/22/10	Yes	
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 400,000.00	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 170,000.00	Project Start	Mar-10	Apr-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 53,592.00	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 46,887.00	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA05	Fremont	South Fremont Arterial Management	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 232,000.00	Project Start	Jan-10	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 155,075.95	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		

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

Report Date: January 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months), continued							
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 350,000.00	Project Start	Sep-09	Nov '09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA08	ACCMMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 280,000.00	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA10	ACCMMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 96,000.00	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 110,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 100,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 614,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 166,880.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 90,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 52,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA08	AC Transit	TravelChoice-New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 165,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 96,860.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		

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

Report Date: January 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months), continued							
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 60,380.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 70,677.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 72,299.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA13	San Leandro	San Leandro Links (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 66,605.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
Completed Projects (will be removed from the next monitoring report)							
07ALA03	County of Alameda	Class II Bicycle Lanes: Wente Street	TFCA Award	Agreement Executed	1/1/08	4/21/08	Expenditures complete FMR Received Oct '10
			\$ 150,000.00	Project Start	10/01/07	Apr-08	
			TFCA Expended	Final Reimbursement	12/31/11	Dec-10	
			\$ 150,000.00	FMR	Mar-11	Oct-10	
				Expend Deadline Met?	12/26/10	Yes	
08ALA04	Oakland	Bay Trail Gap Closure, Fruitvale to Park Street Bridge	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures complete FMR Received Sept '10
			\$ 125,000.00	Project Start	Jan-09	Nov-08	
			TFCA Expended	Final Reimbursement	12/31/11	Oct-10	
			\$ 125,000.00	FMR	Oct-10	Sep-10	
				Expend Deadline Met?	12/22/10	Yes	
08ALA07	San Leandro	San Leandro LINKS (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	12/12/08	Expenditures complete FMR Received Oct '10
			\$ 165,000.00	Project Start	Dec-08	Sep-08	
			TFCA Expended	Final Reimbursement	12/31/11	May-10	
			\$ 165,000.00	FMR	Oct-10	Oct-10	
				Expend Deadline Met?	12/22/10	Yes	
08ALA10	LAVTA	ACE Shuttle Service-Route 54 (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures complete FMR Received Oct '10
			\$ 84,950.00	Project Start	Nov-08	Oct-08	
			TFCA Expended	Final Reimbursement	12/31/11	Dec-10	
			\$ 84,950.00	FMR	Oct-10	Oct-10	
				Expend Deadline Met?	12/22/10	Yes	
09ALA06	Pleasanton	Trip Reduction Program (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures complete FMR Received Oct '10
			\$ 47,000.00	Project Start	Dec-09	Dec-09	
			TFCA Expended	Final Reimbursement	12/31/13	Dec-10	
			\$ 47,000.00	FMR	Mar-11	Oct '10	
				Expend Deadline Met?	01/13/12	Yes	
09ALA09	LAVTA	Route 9 Operating Assistance (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	11/16/09	Expenditures complete FMR Received Oct '10
			\$ 86,133.00	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13	Dec-10	
			\$ 86,133.00	FMR	Mar-12	Oct-10	
				Expend Deadline Met?	01/13/12	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

FMR = Date Final Monitoring Report received by CMA

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



Memorandum

DATE: February 14, 2011

T0: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approve Authorization to Reinstate and Extend Paratransit Gap Grant for AC Transit New Freedom Grant Match Project**

Recommendation

Staff recommends that the Alameda County Transportation Commission reinstate and extend the Measure B Paratransit Gap Grant agreement with Alameda Contra Costa Transit District (AC Transit) for the New Freedom Fund Grant Match project (Agreement No. A08-0026). This action will not change the grant funding amount.

Summary

The grant agreement for AC Transit's Paratransit Gap grant agreement for the New Freedom Fund Grant Match expired December 31, 2010. AC Transit's funding agreement from MTC, providing 80 percent of the project funds, was delayed. However, MTC granted an extension through August 2012. In addition, the CCCTA staff assigned to this project retired, and no staff is currently identified for this project; however, AC Transit will identify a replacement in the near future.

A draft of the consultant request for proposals (RFP) is complete, and AC Transit anticipates finalizing and issuing the RFP during this grant reporting period.

This recommendation will allow the Project Sponsor, AC Transit, to complete all requisite task deliverables by August 31, 2012, and subsequently begin project close-out activities. The Project Sponsor requests a grant agreement expiration date of December 31, 2012

Fiscal Impacts

There are no fiscal impacts at this time.

Attachment

Attachment A: 3D.1.1 A08-0026_Formal_Amendment_Request_No1.pdf

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Alameda-Contra Costa Transit District

January 6, 2011

Ms. Tess Lengyel
Alameda CTC Programs and Public Affairs Manager
1333 Broadway, Suite 300
Oakland, CA 94612

Subject: Request No. *1* for Formal Amendment to Grant Agreement No. *A08-0026* for
New Freedom Fund Grant Match

Dear Ms. Lengyel:

We hereby request to formally amend the grant agreement in the subject line as per Section IV Part 8 of said agreement. We have attached the appropriate exhibits to reflect our requested change(s) as follows:

Attached (Yes or No)	Supporting Information for Change Request	
Yes	Exhibit A	Written Explanation for Change Request (<i>Required</i>)
No	Exhibit B	Revised Attachment A: Project Description and Task Breakdown
No	Exhibit C	Revised Attachment B: Task Budgets and Other Funding
Yes	Exhibit D	Revised Attachment C: Task Deliverables and Due Dates, and Project Milestone Schedule
No	Exhibit E	Revised Attachment D: Project Performance Measures
Yes	Exhibit F	Signature Page

We have initialed each of the exhibits showing the change requests, and signed the signature page at the end of this document. We understand that the Alameda County Transportation Commission (Alameda CTC) will review our requested changes and, if agreeable, will initial each exhibit, in addition to providing a full signature on the final signature page, and return copies of the approved exhibits. The approved exhibits signed by both parties will supercede any prior exhibits on file at Alameda CTC.

If you have any questions or need additional information please contact *Kate Miller* at kmiller@actransit.org or (510) 891-4859.

Sincerely,

Kate Miller
Manager,
Capital Development, Legislation & Grants

WRITTEN EXPLANATION FOR CHANGE REQUEST

Project Sponsor: AC Transit

Project Title: New Freedom Fund Grant Match Project

Project Number: A08-0026

Reason for Change: AC Transit is requesting reinstatement of this grant, and an extension through December 2012. The funding agreement from MTC providing 80 percent of the project funds was delayed. The CCCTA staff assigned to this project retired, and no staff is currently identified for this project. However, AC Transit will identify a replacement in the near future. The draft request for proposals (RFP) is complete. AC Transit plans to finalize and issue the RFP in the next grant reporting period. AC Transit requested and received an extension from MTC until August 2012.

Initials:



Sponsor/Recipient

1/12/11

Date

Alameda CTC Executive Director

Date

Page 112

Alameda CTC Legal

Date

Alameda CTC Finance Director

Date

**REVISED ATTACHMENT C
TASK DELIVERABLES, DELIVERABLE DUE DATES,
AND MILESTONE SCHEDULE**

Project Sponsor: AC Transit

Project Title: New Freedom Fund Grant Match Project

Project Number: A08-0026

Project Task Deliverables and Due Dates: The following Revised Table C-1 is intended to replace the current, approved Table C-1 in its entirety.

Table C-1: Task Deliverables and Due Dates			
Task No. (from Table A-1)	Deliverable	Previously Approved Deliverable Due Date	Revised Deliverable Due Date
1	Copy of executed agreement with AC Transit and Metropolitan Transportation Commission	August 31, 2009	August 31, 2009
1	Documentation of Award of Contract (including a signed contract and a copy of the RFP) for Consultant	October 31, 2009	September 30, 2011
2	Copy of detailed inventory and database	September 30, 2010	August 31, 2012
3	Copy of Summary of Coordination Options Report	September 30, 2010	August 31, 2012
4	Presentation to the Alameda CTC Paratransit Advisory and Planning Committee (PAPCO)	September 30, 2010	September 30, 2012
4	Final Report / Final Invoice	December 31, 2010	December 31, 2012

(Hit 'Tab' in last cell to expand Table) ▲

Note: Project Sponsor shall provide Alameda CTC with not less than 10 days advance notice of any public meetings or events related to implementation of this grant.

Initials 

Sponsor/Recipient

1/12/11

Date

Alameda CTC Executive Director

Date

Alameda CTC Legal

Date

Alameda CTC Finance Director

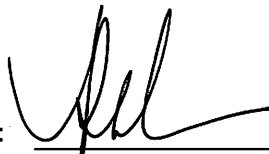
Page 113
Date

The signatures below confirm that the Alameda CTC has reviewed each exhibit showing requested changes, and these exhibits supercede any prior exhibits on file at Alameda CTC.

All other terms and conditions of the original agreement remain in full force and effect.

Sponsor/Grant Recipient
AC Transit:

Alameda County Transportation Commission
(Alameda CTC):

By:  1/12/11

Kate Miller
Manager,
Capital Development, Legislation
& Grants
Date

By: _____
Arthur L. Dao
Executive Director
Date

Approved as to Legality:

By: _____
Wendel, Rosen, Black & Dean LLP
Alameda CTC Legal Counsel
Date

Reviewed as to Budget/Financial Controls:

By: _____
Patricia Reavy
Finance Director
Date

Attest:

By: _____
Alameda CTC Clerk
Date

Initials:  1/12/11

Sponsor/Recipient
Date

Alameda CTC Executive Director
Date

Alameda CTC Legal
Date

Alameda CTC Finance Director
Date



Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Southbound I-680 High Occupancy Vehicle Lane/ Express Lane Project -- Approval to Amendment No. 1 to the Construction Management Contract with S&C Engineers, Inc., to extend Contract Expiration Date**

Recommendation

It is recommended that the Commission approve Amendment No. 1 to the construction services contract with S&C Engineers, Inc., to extend the contract expiration date from September 30, 2010 to December 31, 2011. The contract time extension is needed to allow the Commission to continue to provide construction support to Caltrans in the administration of the on-going construction contract for the Southbound I-680 HOV/Express Lane Project.

Approval of the contract expiration date will not increase the contract budget and will not have a fiscal impact.

Summary

The Department of Transportation is administering the construction of the civil elements of the I-680 HOV/Express Lane project. The executed construction cooperative agreement between the Alameda County Congestion Management Agency (now the Commission) and Caltrans requires the ACCMA to provide construction management support to Caltrans in the administration of the construction contract. Specifically, Caltrans requested that the Commission to provide construction management support in the area of construction cost and schedule controls, as well as construction claim analysis. S&C Engineers, under contract with the Commission, has been providing those critical services.

Discussion/Background

The I-680 Southbound Express Lane project has two components; the civil elements which widens the existing freeway from Route 84 in the City of Pleasanton to Route 237 in the City of Milpitas, and the Electronic Toll System element that provides the software and electronics necessary to collect traffic data, calculate the dynamic tolling price, and communication with the California Highway Patrol, Toll Data Center, and the Customer Service Center resides at the Bay Area Toll Authority. The ACCMA administers the ETS contract.

At the request of Caltrans, the ACCMA Board at its meeting on June 26, 2008, authorized the Executive Director to execute the necessary contract with a construction management consultant

firm to provide construction support. The ACCMA executed a contract with S&C Engineers in the amount of \$159,174, to provide a schedule and claim analyst to support Caltrans in administering the three construction contracts for the I-680 HOV/Express Lane project. The Express Lane was opened in September 2010, but construction activities have not been completed. S&C Engineers contract time expired last September with a \$63,665 balance in the contract. Caltrans requested to extend the time of this contract until December 31, 2011, to coincide with the completion of the construction contract. Extending the time of the contract will allow Caltrans to use the services of the schedule and claim analyst should there be a schedule issue or a claim that needs to be analyzed.

Staff is recommending the Commission authorize the Executive Director to amend the time of S&C Engineers contract to December 31, 2011.

Fiscal Impacts

There will be no impact to the approved ACCMA budget by this action. This action will amend the time of an existing contract.



Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-580 Eastbound High Occupancy Vehicle Lane Project -- Approval of Amendment No. 1 to the Construction Management Services Contract with S&C Engineers, Inc., to Extend Construction Management Contract Expiration Date**

Recommendation

It is recommended that the Commission approve Amendment No. 1 to the construction management contract with S&C Engineers, Inc., to extend the contract expiration date to May 31, 2011. S&C Engineers provides support to Caltrans staff managing the construction contract for the I-580 Eastbound HOV Lane Widening Project - Segment 2.

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

Summary

The Department of Transportation is responsible for administering the I-580 Eastbound HOV Lane Widening Project construction contracts. The Construction Cooperative Agreement between the Alameda County Congestion Management Agency (now the Alameda CTC) and Caltrans require the ACCMA to participate in the construction contract administration of the project. The ACCMA has been providing this construction support resource to Caltrans by a contract with Jacobs Field Services and S&C Engineers. The current contract with S&C has expired without using all of the budgeted funds. Caltrans has requested that the contract with S&C be extended so that S&C staff will be available to assist with as-built preparation and contract closeout.

Discussion/Background

On March 27, 2008, the ACCMA Board authorized the execution of a professional services contract to provide construction support for the I-580 eastbound HOV Lane Widening Projects. A contract was executed with Jacobs for Segment 1 in September 2008 and that work is complete. A contract in the amount of \$193,854 was executed with S&C Engineers for Segment 2 in July 2010; this contract expired on December 31, 2010 with \$45,068.86 remaining. The HOV lane has opened, but construction work has not been completed and Caltrans has requested that the contract with S&C be extended so that S&C staff will be available to assist with contract

closeout and as-built preparation. This contract utilizes CMIA funds and they are not eligible for use on other ACTC projects.

Staff recommends that the Commission authorize the Executive Director to amend S&C Engineers' contract to extend the contract time.

Fiscal Impacts

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



Memorandum

DATE: February 14, 2010

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-80 Integrated Corridor Mobility Project -- Update on the Contract Procurement Process to Obtain a Construction Management Services Contract**

Recommendations

This is an information item only and no action is requested. In July 2009, the Alameda County Congestion Management Agency Board authorized the former Executive Director to negotiate and execute a construction management services contract for the above subject project. This staff report is to provide an update on the contract procurement process.

Discussion

The I-80 ICM Project will reduce congestion and delays in the 22-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects in order to stage the delivery of contracts, take advantage of the good construction bidding climate of recent years, and minimize project delivery risk to these projects by narrowing each contract's scope. The seven projects are:

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

The Commission staff has been working very closely with the California Transportation Commission (CTC) and Caltrans on the delivery of this regionally significant project. As the result of this partnership, last month, in January, the CTC allocated over \$23 million in State bond funds for the implementation of Project No. 3 and Project No. 6.

Under an agreement with Caltrans, the Alameda CTC is responsible for the construction administration and management of the Projects 1, 2, 3, and 6. Thus, at its meeting on July 23, 2009, the ACCMA Board authorized the Executive Director to negotiate and execute a Construction Management Services Contract for the project. Subsequently, a request for proposal was issued on November 30, 2010. The deadline proposal submission was January 13, 2011. A pre-proposal meeting was held at the ACTC offices on December 16, 2010. This pre-proposal meeting was well attended by 31 people representing 25 firms. Proposals were received from 7 teams:

- Jacobs Engineering (Oakland, CA)
- S & C Engineers (Oakland, CA)
- Harris & Associates (Oakland, CA)
- Alta Vista Solutions (Emeryville, CA)
- Hill International (Oakland, CA)
- Ghirardelli and Associates (Oakland, CA)
- B & K Construction (San Francisco, CCA)

An independent selection panel composed of professional staff representing major stakeholders of the project – Alameda CTC, Caltrans, Contra Costa Transportation Authority (CCTA), City Of Oakland, and West Contra Costa Transportation Advisory Committee (WCCTAC) -- evaluated the proposals. Four firms were then shortlisted and interviewed on February 2, 2011 by the panel. The four firms were:

- Jacobs Engineering
- S & C Engineering
- Harris & Associates
- Ghirardelli and Associates

The panel has ranked the interviewed firms, and by unanimous decision, selected S&C Engineers, Inc., as the top ranked firm for contract negotiations. Staff is planning to inform the full Commission of the contract budget at the Commission meeting later this month.

Fiscal Impacts:

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



Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of the Consolidated Mid-Year Investment Report**

Recommendation

It is recommended that the Committee approve the attached Alameda CTC Consolidated Mid-Year Investment Report (Attachment A).

Summary

- As of December 31, 2010, total cash and investments held by the Alameda CTC were \$318.0 million. This total is down \$9.6 million or 2.9% from the prior year-end balance of \$327.6 million.
- The reduction in the ACTA balance of \$2.9 million or 1.6% and the ACTIA balance of \$3.3 million or 2.7% were primarily due to capital expenditures. The decrease in the ACCMA balance of \$3.4 million or 14.4% was due to a net drawdown in the Exchange Fund.
- Investment yields continue to decline with the return on investment for the Alameda CTC at 1.56% compared to the prior year return of 2.88%. However, interest was projected for the FY2010-11 budget at a rate of 1.00%.
- The near-term strategy for investments is to gradually reduce the investment horizon. This strategy anticipates the need to draw down cash balances for ACTA ACTIA capital projects, as demonstrated by the capital project cash flow projections. The ACTIA is projecting the depletion of its capital fund balances in FY 2012-13 which will require external financing to satisfy capital project obligations.
- Attached is a detail list of investments managed by the ACTA and the ACTIA investment advisors. These managed investments remain compliant with the current, adopted Investment Policy.

Attachments:

Attachment A - Investment Status Report

Attachment B - Detail of Investment Holdings (managed by PFM and Chandler)

Alameda CTC

Investment Status Report

Mid-Year December 31, 2010

ACTA	Pre-Audit		Interest Earned				Audited-FYE 2010	
	Investment Balance		Interest earned	Mid-Year December 31, 2010 Approx. ROI	Budget @ 1%	Difference	Investment Balance FYE June 30, 2010	Interest earned FYE 2010
Checking UBOC	\$ 31,372	\$	37	0.24%			\$ 53,614	\$ 193
State Treas. Pool (LAIF)	29,981,705		61,244	0.41%			17,858,450	99,664
Investment Advisors (1)	150,044,537		1,898,366	2.53%			165,070,857	5,731,340
ACTA Total	180,057,614	\$	1,959,647	2.18%	\$ 875,000	\$ 1,084,647	182,982,921	5,831,197
							Approx. ROI	3.19%
ACTIA	Pre-Audit		Interest Earned				Audited-FYE 2010	
	Investment Balance		Interest earned	Mid-Year December 31, 2010 Approx. ROI	Budget @ 1%	Difference	Investment Balance FYE June 30, 2010	Interest earned FYE 2010
Community Bank (OPEB)(2)	\$ 909,057	\$	454	0.10%			\$ 929,128	\$ 5,790
Checking UBOC	\$ 1,321,892	\$	963	0.15%			\$ 4,091,191	\$ 3,148
State Treas. Pool (LAIF)	48,079,302		111,739	0.46%			49,999,050	266,298
State Treas. Pool (LAIF-ACTA)	20,000,000		16,634	0.17%			7,040,371	759,036
AC Transit Loan (3)	-		68,624				60,189,855	2,467,234
Investment Advisors (1)	48,583,672		284,782	1.17%			121,320,467	3,495,716
ACTIA Total	117,984,866	\$	482,742	0.82%	\$ 555,500	\$ (72,758)	Approx. ROI	2.88%
ACCMA	Pre-Audit		Interest Earned				Audited-FYE 2010	
	Investment Balance		Interest earned	Mid-Year December 31, 2010 Approx. ROI	Budget	Difference	Investment Balance FYE June 30, 2010	Interest earned FYE 2010
Wells Fargo Bank (Checking)	\$ 2,128,090	\$	-	0.00%			\$ 2,072,659	\$ -
State Treas. Pool (LAIF)	6,765,650		17,816	0.53%			10,117,784	26,556
TVTC Prepayment Reserve Fund (LAIF) (4)	6,180,825		15,243	0.49%			6,192,095	40,585
San Leandro Marina Prepayment (LAIF) (4)	4,879,952		12,135	0.50%			4,939,236	32,681
ACCMA Total	\$ 19,954,517	\$	45,193	0.45%	\$ -	\$ 45,193	\$ 23,321,774	\$ 99,822
							Approx. ROI	0.43%
GRAND TOTAL-ACTC	\$ 317,996,997	\$	2,487,582	1.56%	\$ 1,430,500	\$ 1,057,082	\$ 327,625,162	\$ 9,426,735

Notes:

(1) See attachments for detail of investment holdings managed by the Investment Advisors.

(2) The OPEB/Health Retirement account and related interest income is held in a irrevocable trust and does not appear on ACTIA's balance sheet.

(3) The Loan to AC Transit was carried with an interest rate of 6% plus 1% for admin fees. This loan has been repaid in full in the current quarter.

(4) Tri Valley Transportation Commission and San Leandro Marina project funds are invested in LAIF with interest accruing back to the specific project fund.

(5) All investments will be marked to market on the financial statements at the end of the fiscal year.



Alameda County Transportation Authority
Account #470

Holdings Report
As of 12/31/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
31398ARH7	FNMA Note 3.375% Due 5/19/2011	3,150,000.00	04/09/2009 1.44 %	3,275,574.75 3,172,623.13	101.22 0.19 %	3,188,392.20 12,403.13	3.95 % 15,769.07	Aaa AAA	0.38 0.38
3133XQQQ8	FHLB Note 2.625% Due 5/20/2011	825,000.00	01/08/2009 1.69 %	842,715.22 827,859.95	100.94 0.19 %	832,734.38 2,466.41	1.03 % 4,874.43	Aaa AAA	0.38 0.39
3134A4M1	FHLMC Note 6% Due 6/15/2011	2,500,000.00	11/06/2008 2.99 %	2,687,222.50 2,532,517.59	102.63 0.23 %	2,565,625.00 6,666.67	3.17 % 33,107.41	Aaa AAA	0.45 0.46
3133XRCW8	FHLB Note 3.375% Due 6/24/2011	3,225,000.00	05/28/2010 0.57 %	3,320,927.63 3,268,019.09	101.41 0.44 %	3,270,353.18 2,116.41	4.04 % 2,334.09	Aaa AAA	0.48 0.48
3133XRRU6	FHLB Note 3.625% Due 7/1/2011	2,500,000.00	01/08/2009 1.81 %	2,609,580.00 2,521,964.54	101.69 0.24 %	2,542,187.50 44,809.03	3.19 % 20,222.96	Aaa AAA	0.50 0.49
31331VJ80	FFCB Note 5.375% Due 7/18/2011	2,500,000.00	06/16/2008 3.98 %	2,599,910.00 2,517,599.80	102.72 0.40 %	2,567,970.00 60,842.01	3.24 % 50,370.20	Aaa AAA	0.55 0.53
3137EAAF6	FHLMC Note 5.25% Due 7/18/2011	2,500,000.00	01/08/2009 1.64 %	2,722,120.00 2,547,804.09	102.69 0.33 %	2,567,187.50 59,427.08	3.24 % 19,383.41	Aaa AAA	0.55 0.53
3133XHPH9	FHLB Note 4.875% Due 11/18/2011	2,500,000.00	06/04/2009 1.35 %	2,711,595.00 2,575,805.80	103.88 0.46 %	2,596,875.00 14,557.29	3.22 % 21,069.20	Aaa AAA	0.88 0.87
31331GKY4	FFCB Note 2% Due 1/17/2012	1,475,000.00	11/16/2009 1.14 %	1,502,218.18 1,488,110.15	101.63 0.44 %	1,498,968.75 13,438.89	1.87 % 10,858.60	Aaa AAA	1.05 1.03
880591DT6	Tennessee Valley Authority Note 6.79% Due 5/23/2012	2,125,000.00	06/17/2008 4.25 %	2,317,763.00 2,193,334.69	108.54 0.63 %	2,306,413.38 15,230.35	2.86 % 113,078.69	Aaa AAA	1.39 1.34
3137EAAZ2	FHLMC Note 4.625% Due 10/25/2012	2,500,000.00	07/09/2008 3.99 %	2,562,070.00 2,526,245.16	107.19 0.64 %	2,679,687.50 21,197.92	3.33 % 153,442.34	Aaa AAA	1.82 1.75
3133XP2W3	FHLB Note 3.375% Due 2/27/2013	2,500,000.00	07/09/2008 4.02 %	2,432,425.00 2,468,547.49	105.53 0.78 %	2,638,282.50 29,062.50	3.29 % 169,735.01	Aaa AAA	2.16 2.07
880591CW0	Tennessee Valley Authority Note 6% Due 3/15/2013	4,000,000.00	Various 3.45 %	4,407,900.00 4,206,886.18	111.20 0.86 %	4,447,980.00 70,666.67	5.58 % 241,093.82	Aaa AAA	2.21 2.06
31398ASD5	FNMA Note 3.875% Due 7/12/2013	1,700,000.00	04/09/2009 2.24 %	1,811,683.20 1,766,462.67	107.41 0.91 %	1,825,907.10 30,924.65	2.29 % 59,444.43	Aaa AAA	2.53 2.39
880591DW9	Tennessee Valley Authority Note 4.75% Due 8/1/2013	4,000,000.00	Various 2.35 %	4,411,330.00 4,233,671.16	109.51 1.01 %	4,380,484.00 79,166.67	5.50 % 146,812.84	Aaa AAA	2.59 2.41
31331JU38	FFCB Callable Note 1X 3/23/11 1.1% Due 9/23/2013	880,000.00	09/13/2010 1.10 %	880,000.00 880,000.00	99.88 1.15 %	878,900.00 2,635.11	1.09 % (1,100.00)	Aaa AAA	2.73 1.94
31398A4A7	FNMA Callable Note 1X 9/27/11 1.2% Due 9/27/2013	1,750,000.00	09/10/2010 1.20 %	1,750,000.00 1,750,000.00	99.81 1.27 %	1,746,718.75 5,483.33	2.16 % (3,281.25)	Aaa AAA	2.74 2.32
11331GCS6	FFCB Note 3.875% Due 10/7/2013	2,300,000.00	02/04/2009 2.89 %	2,397,934.00 2,358,013.69	107.78 1.02 %	2,478,969.90 20,795.83	3.08 % 120,956.21	Aaa AAA	2.77 2.62
3133XSAE8	FHLB Note 3.625% Due 10/18/2013	2,000,000.00	03/03/2009 2.69 %	2,080,600.00 2,048,722.68	106.78 1.15 %	2,135,626.00 14,701.39	2.65 % 86,903.32	Aaa AAA	2.80 2.66



Alameda County Transportation Authority
Account #470

Holdings Report

As of 12/31/10

CUSIP AGENCY	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
313444UK8	FHLMC Note 4.875% Due 11/15/2013	2,500,000.00	01/08/2009 2.44 %	2,776,632.50 2,663,855.16	110.84 1.03 %	2,771,095.00 15,572.92	3.44 % 107,239.84	Aaa AAA	2.88 2.70
Total Agency		47,430,000.00	2.45 %	50,100,200.98 48,548,043.02	0.67 %	49,920,357.64 522,164.26	62.25 % 1,372,314.62	Aaa AAA	1.60 1.50
FDIC INSURED US CORPORATE									
69351CAA1	PNC Funding Corp FDIC Guaranteed Note 1.875% Due 6/22/2011	2,675,000.00	05/27/2010 0.58 %	2,711,495.03 2,691,304.27	100.77 0.25 %	2,695,626.93 1,253.91	3.33 % 4,322.66	Aaa AAA	0.47 0.47
91160HAA5	US Bancorp FDIC Guaranteed Note 2.25% Due 3/13/2012	3,210,000.00	03/10/2009 2.25 %	3,209,614.80 3,209,846.41	102.03 0.55 %	3,275,085.96 21,667.50	4.07 % 65,239.55	Aaa AAA	1.20 1.18
38146FAA9	Goldman Sachs FDIC Guaranteed Note 3.25% Due 6/15/2012	2,000,000.00	12/08/2008 2.83 %	2,027,720.00 2,011,481.53	103.81 0.62 %	2,076,190.00 2,888.89	2.57 % 64,708.47	Aaa AAA	1.46 1.43
06050BAA9	Bank of America Corp FDIC Guaranteed Note 3.125% Due 6/15/2012	2,100,000.00	12/19/2008 2.01 %	2,178,477.00 2,132,837.89	103.57 0.66 %	2,175,003.60 2,916.67	2.69 % 42,165.71	Aaa AAA	1.46 1.43
94974AAC0	Wells Fargo & Company FDIC Guaranteed Note 2.125% Due 6/15/2012	1,900,000.00	03/25/2009 2.13 %	1,899,506.00 1,899,776.37	102.30 0.54 %	1,943,679.10 1,794.44	2.40 % 43,902.73	Aaa AAA	1.46 1.44
36967HAV9	GE Capital Corp FDIC Guaranteed Note 2.125% Due 12/21/2012	2,180,000.00	06/03/2009 2.10 %	2,182,071.00 2,181,154.12	102.74 0.72 %	2,239,810.48 1,286.81	2.77 % 58,656.36	Aaa AAA	1.98 1.93
481247AM6	JP Morgan Chase FDIC Guaranteed Note 2.125% Due 12/26/2012	3,250,000.00	04/22/2009 2.04 %	3,260,075.00 3,255,455.10	102.75 0.73 %	3,339,511.50 959.20	4.12 % 84,056.40	Aaa AAA	1.99 1.95
Total FDIC Insured US Corporate		17,315,000.00	1.96 %	17,468,958.83 17,381,855.69	0.58 %	17,744,907.57 32,767.42	21.94 % 363,051.88	Aaa AAA	1.43 1.40
MONEY MARKET FUND FI									
431114701	Highmark Govt Money Market Fund	188,731.81	Various 0.04 %	188,731.81 188,731.81	1.00 0.04 %	188,731.81 0.00	0.23 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		188,731.81	0.04 %	188,731.81 188,731.81	0.04 %	188,731.81 0.00	0.23 % 0.00	Aaa AAA	0.00 0.00
US TREASURY									
912828FA3	US Treasury Note 4.75% Due 3/31/2011	2,500,000.00	07/10/2008 2.67 %	2,635,750.56 2,512,166.97	101.09 0.33 %	2,527,245.00 30,339.97	3.16 % 15,078.03	TSY TSY	0.25 0.25
912828FD7	US Treasury Note 4.875% Due 4/30/2011	2,000,000.00	11/29/2007 3.15 %	2,110,703.13 2,010,564.29	101.51 0.31 %	2,030,234.00 16,698.90	2.53 % 19,669.71	TSY TSY	0.33 0.33
912828FK1	US Treasury Note 5.125% Due 6/30/2011	2,000,000.00	Various 3.47 %	2,109,414.06 2,015,237.94	102.43 0.27 %	2,048,516.00 283.14	2.53 % 33,278.06	TSY TSY	0.50 0.50



Alameda County Transportation Authority
Account #470

Holdings Report
As of 12/31/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
US TREASURY									
912828FS4	US Treasury Note 4.625% Due 8/31/2011	1,800,000.00	04/03/2008 2.30 %	1,936,054.69 1,826,531.21	102.87 0.29 %	1,851,609.60 28,286.60	2.32 % 25,078.39	TSY TSY	0.67 0.65
912828KA7	US Treasury Note 1.125% Due 12/15/2011	1,500,000.00	11/16/2009 0.90 %	1,506,919.09 1,503,176.57	100.75 0.33 %	1,511,308.50 788.12	1.87 % 8,131.93	TSY TSY	0.96 0.95
912828GQ7	US Treasury Note 4.5% Due 4/30/2012	1,200,000.00	10/04/2007 4.18 %	1,215,703.13 1,204,576.93	105.50 0.35 %	1,266,046.80 9,248.62	1.57 % 61,469.87	TSY TSY	1.33 1.30
912828HG8	US Treasury Note 3.875% Due 10/31/2012	1,225,000.00	08/27/2008 2.88 %	1,272,616.41 1,245,888.77	106.09 0.53 %	1,299,600.05 8,130.01	1.61 % 53,711.28	TSY TSY	1.84 1.77
Total US Treasury		12,225,000.00	2.78 %	12,787,161.07 12,318,142.68	0.33 %	12,534,559.95 93,775.36	15.58 % 216,417.27	TSY TSY	0.72 0.71
TOTAL PORTFOLIO									
		77,158,731.81	2.39 %	80,545,052.69 78,436,773.20	0.60 %	80,388,556.97 648,707.04	100.00 % 1,951,783.77	Aaa AAA	1.42 1.35
TOTAL MARKET VALUE PLUS ACCRUED						81,037,264.01			



Alameda County Transport. Improvement Authority
Account #471

Holdings Report
As of 12/31/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
31331YG46	FFCB Note 2.625% Due 4/21/2011	1,210,000.00	04/01/2010 0.51 %	1,236,674.45 1,217,701.28	100.72 0.27 %	1,218,697.48 6,176.04	4.50 % 996.20	Aaa AAA	0.30 0.31
31398AWQ1	FNMA Note 1.375% Due 4/28/2011	1,000,000.00	06/22/2010 0.40 %	1,008,195.00 1,003,102.96	100.38 0.22 %	1,003,750.00 2,406.25	3.70 % 647.04	Aaa AAA	0.32 0.32
31359MJH7	FNMA Note 6% Due 5/15/2011	1,835,000.00	04/01/2010 0.56 %	1,945,492.69 1,871,558.08	102.13 0.28 %	1,873,993.75 14,068.33	6.94 % 2,435.67	Aaa AAA	0.37 0.37
31398ARH7	FNMA Note 3.375% Due 5/19/2011	1,500,000.00	01/08/2009 1.63 %	1,560,225.00 1,509,664.01	101.22 0.19 %	1,518,282.00 5,906.25	5.60 % 8,617.99	Aaa AAA	0.38 0.38
3133XQQQ8	FHLB Note 2.625% Due 5/20/2011	1,500,000.00	01/08/2009 1.69 %	1,532,209.50 1,505,199.91	100.94 0.19 %	1,514,062.50 4,484.38	5.58 % 8,862.59	Aaa AAA	0.38 0.39
31331JPX5	FFCB Note 0.5% Due 6/1/2011	1,000,000.00	06/22/2010 0.45 %	1,000,504.00 1,000,221.88	100.13 0.20 %	1,001,250.00 416.67	3.68 % 1,028.12	Aaa AAA	0.42 0.42
3133XR4U1	FHLB Note 3.125% Due 6/10/2011	1,920,000.00	04/01/2010 0.59 %	1,977,262.08 1,941,257.38	101.16 0.50 %	1,942,200.96 3,500.00	7.15 % 943.58	Aaa AAA	0.44 0.44
3134A4FM1	FHLMC Note 6% Due 6/15/2011	1,410,000.00	Various 2.64 %	1,495,439.22 1,430,708.77	102.63 0.23 %	1,447,012.50 3,760.00	5.33 % 16,303.73	Aaa AAA	0.45 0.46
31331YY46	FFCB Note 3.9% Due 6/20/2011	750,000.00	06/28/2010 0.44 %	775,252.50 762,058.78	101.69 0.30 %	762,656.25 893.75	2.81 % 597.47	Aaa AAA	0.47 0.47
3137EABN8	FHLMC Note 3.875% Due 6/29/2011	1,000,000.00	06/22/2010 0.45 %	1,034,750.00 1,016,766.17	101.75 0.33 %	1,017,500.00 215.28	3.74 % 733.83	Aaa AAA	0.49 0.49
3133XRRU6	FHLB Note 3.625% Due 7/1/2011	1,500,000.00	01/08/2009 1.81 %	1,565,748.00 1,513,178.72	101.69 0.24 %	1,525,312.50 26,885.42	5.70 % 12,133.78	Aaa AAA	0.50 0.49
31331VJ80	FFCB Note 5.375% Due 7/18/2011	1,000,000.00	06/16/2008 3.98 %	1,039,964.00 1,007,039.92	102.72 0.40 %	1,027,188.00 24,336.81	3.86 % 20,148.08	Aaa AAA	0.55 0.53
3137EAAF6	FHLMC Note 5.25% Due 7/18/2011	1,400,000.00	01/08/2009 1.64 %	1,524,387.20 1,426,770.29	102.69 0.33 %	1,437,625.00 33,279.17	5.41 % 10,854.71	Aaa AAA	0.55 0.53
3133XHPH9	FHLB Note 4.875% Due 11/18/2011	1,000,000.00	10/28/2008 3.78 %	1,031,172.00 1,008,974.18	103.88 0.46 %	1,038,750.00 5,822.92	3.84 % 29,775.82	Aaa AAA	0.88 0.87
Total Agency		18,025,000.00	1.43 %	18,727,275.64 18,214,202.33	0.30 %	18,328,280.94 132,151.27	67.85 % 114,078.61	Aaa AAA	0.46 0.45

FDIC INSURED US CORPORATE

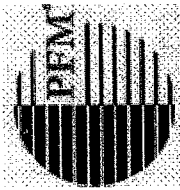
69351CAA1	PNC Funding Corp FDIC Guaranteed Note 1.875% Due 6/22/2011	900,000.00	05/27/2010 0.58 %	912,278.70 905,485.55	100.77 0.25 %	906,939.90 421.88	3.33 % 1,454.35	Aaa AAA	0.47 0.47
9140HAA5	US Bancorp FDIC Guaranteed Note 2.25% Due 3/13/2012	1,225,000.00	03/10/2009 2.25 %	1,224,853.00 1,224,941.39	102.03 0.55 %	1,249,838.10 8,268.75	4.62 % 24,896.71	Aaa AAA	1.20 1.18
3846FAA9	Goldman Sachs FDIC Guaranteed Note 3.25% Due 6/15/2012	800,000.00	12/08/2008 2.83 %	811,088.00 804,592.61	103.81 0.62 %	830,476.00 1,155.56	3.06 % 25,883.39	Aaa AAA	1.46 1.43



Alameda County Transport. Improvement Authority Account #471

Holdings Report As of 12/31/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
FDIC INSURED US CORPORATE									
06050BAA9	Bank of America Corp FDIC Guaranteed Note 3.125% Due 6/15/2012	800,000.00	12/19/2008 2.01 %	829,896.00 812,509.67	103.57 0.66 %	828,572.80 1,111.11	3.05 % 16,063.13	Aaa AAA	1.46 1.43
949744AC0	Wells Fargo & Company FDIC Guaranteed Note 2.125% Due 6/15/2012	740,000.00	03/25/2009 2.13 %	739,807.60 739,912.90	102.30 0.54 %	757,011.86 698.89	2.78 % 17,098.96	Aaa AAA	1.46 1.44
Total FDIC Insured US Corporate		4,465,000.00	1.95 %	4,517,923.30 4,487,442.12	0.52 %	4,572,838.66 11,656.19	16.85 % 85,396.54	Aaa AAA	1.19 1.17
MONEY MARKET FUNDS									
431114701	Highmark Govt Money Market Fund	48,193.55	Various 0.04 %	48,193.55 48,193.55	1.00 0.04 %	48,193.55 0.00	0.18 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		48,193.55	0.04 %	48,193.55 48,193.55	0.04 %	48,193.55 0.00	0.18 % 0.00	Aaa AAA	0.00 0.00
US TREASURY									
912828FA3	US Treasury Note 4.75% Due 3/31/2011	1,000,000.00	07/10/2008 2.67 %	1,054,300.23 1,004,866.79	101.09 0.33 %	1,010,898.00 12,135.99	3.76 % 6,031.21	TSY TSY	0.25 0.25
912828LF5	US Treasury Note 1.125% Due 6/30/2011	1,000,000.00	06/28/2010 0.37 %	1,007,542.41 1,003,709.38	100.46 0.20 %	1,004,609.00 31.08	3.69 % 899.62	TSY TSY	0.50 0.50
912828FS4	US Treasury Note 4.625% Due 8/31/2011	1,000,000.00	07/10/2008 2.77 %	1,055,237.73 1,011,664.51	102.87 0.29 %	1,028,672.00 15,714.78	3.84 % 17,007.49	TSY TSY	0.67 0.65
912828FU9	US Treasury Note 4.5% Due 9/30/2011	1,000,000.00	07/10/2008 2.79 %	1,052,190.85 1,012,071.35	103.11 0.32 %	1,031,133.00 11,497.25	3.83 % 19,061.65	TSY TSY	0.75 0.74
Total US Treasury		4,000,000.00	2.15 %	4,169,271.22 4,032,312.03	0.29 %	4,075,312.00 39,379.10	15.12 % 42,999.97	TSY TSY	0.54 0.53
TOTAL PORTFOLIO		26,538,193.55	1.63 %	27,462,663.71 26,782,150.03	0.33 %	27,024,625.15 183,186.56	100.00 % 242,475.12	Aaa AAA	0.59 0.59
TOTAL MARKET VALUE PLUS ACCRUED						27,207,811.71			



For the Month Ending December 31, 2010

Managed Account Detail of Securities Held

ALAMEDA COUNTY TRANSPORTATION AUTHORITY - 03068500

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note												
US TREASURY NOTES		912828KC3	6,500,000.00	TSY	TSY	03/02/09	03/03/09	6,322,148.44	1.25	32,719.77	6,308,507.96	6,370,875.00
DTD 02/15/2009 1.375% 02/15/2012												
US TREASURY NOTES		912828KK5	3,065,000.00	TSY	TSY	05/04/09	05/07/09	3,064,760.55	1.38	9,030.80	3,064,897.51	3,104,149.25
DTD 04/15/2009 1.375% 04/15/2012												

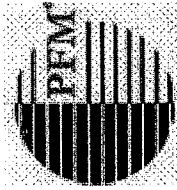
Security Type Sub-Total			9,365,000.00					9,386,908.99	1.29	41,750.57	9,373,405.47	9,475,024.25
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U.S. Government Supported Corporate Debt												
GTBANK NA (FDIC) NOTE		173140AP8	3,000,000.00	AAA	Aaa	02/24/10	02/25/10	3,022,869.00	0.76	10,312.50	3,010,559.73	3,021,462.00
DTD 09/22/2009 1.250% 09/22/2011												
SOVEREIGN BANK (FDIC) GLOBAL NOTE		846042AA7	1,000,000.00	AAA	Aaa	12/17/08	12/22/08	999,050.00	2.78	12,527.78	999,663.78	1,022,722.00
DTD 12/22/2008 2.750% 01/17/2012												
BANK OF AMERICA CORP (FDIC) GLOBAL MTN		06050BA09	1,000,000.00	AAA	Aaa	12/15/08	12/18/08	1,020,390.00	2.51	1,388.89	1,008,715.53	1,035,716.00
DTD 12/04/2008 3.125% 06/15/2012												
JOHN DEERE CAPITAL CORP (FDIC) GL MTN		24424DAA7	2,050,000.00	AAA	Aaa	12/16/08	12/19/08	2,045,264.50	2.94	1,964.58	2,047,956.79	2,118,139.95
DTD 12/19/2008 2.875% 06/19/2012												
JPMORGAN CHASE & CO (FDIC) GLOBAL NOTE		481247AE4	1,000,000.00	AAA	Aaa	12/18/08	12/22/08	999,500.00	2.14	531.25	999,784.75	1,022,328.00
DTD 12/22/2008 2.125% 06/22/2012												
PNC FUNDING CORP (FDIC) GLOBAL NOTE		69351CAC7	2,350,000.00	AAA	Aaa	12/17/08	12/22/08	2,347,250.50	2.34	1,351.25	2,348,814.10	2,409,833.35
DTD 12/22/2008 2.300% 06/22/2012												

Security Type Sub-Total			10,400,000.00					10,434,324.00	2.05	28,076.25	10,415,494.68	10,630,201.30
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Federal Agency Bond / Note												
FHLMC GLOBAL NOTES		3137EABW8	2,000,000.00	AAA	Aaa	07/10/09	07/15/09	2,024,840.00	0.65	14,500.00	2,000,281.06	2,000,220.00
DTD 01/08/2009 1.500% 01/07/2011												
FHBB GLOBAL BONDS		3133XTX44	2,750,000.00	AAA	Aaa	02/24/10	02/25/10	2,790,727.50	0.58	19,116.32	2,766,425.81	2,770,121.75
DTD 06/12/2009 1.625% 07/27/2011												





For the Month Ending December 31, 2010

Managed Account Detail of Securities Held

ALAMEDA COUNTY TRANSPORTATION AUTHORITY - 03068500

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Bond / Note												
FHFB GLOBAL BONDS	DTD 08/27/2008 3.625% 09/16/2011	3133XS4S4	2,440,000.00	AAA	Aaa	02/24/10	02/25/10	2,552,240.00	0.65	25,797.92	2,491,148.70	2,497,288.76
FNMA GLOBAL NOTES	DTD 03/02/2010 1.000% 04/04/2012	31398AH54	1,000,000.00	AAA	Aaa	03/25/10	03/30/10	996,280.00	1.19	2,416.67	997,662.61	1,006,563.00
FHFB TAP BONDS	DTD 05/05/2005 4.375% 06/08/2012	3133XBT39	2,780,000.00	AAA	Aaa	08/05/08	08/06/08	2,812,292.48	4.04	7,770.49	2,792,712.25	2,916,523.02
FNMA GLOBAL NOTES	DTD 04/19/2010 1.250% 06/22/2012	31398AP71	1,100,000.00	AAA	Aaa	04/15/10	04/19/10	1,099,626.00	1.27	343.75	1,099,741.91	1,111,503.80
FFCB BONDS	DTD 10/15/2008 3.650% 10/15/2012	3133IGDH9	4,690,000.00	AAA	Aaa	10/07/08	10/15/08	4,691,547.70	3.64	36,139.06	4,690,719.40	4,940,961.90
FANNIE MAE GLOBAL NOTES	DTD 10/08/2010 0.500% 10/30/2012	31398A4T6	4,575,000.00	AAA	Aaa	10/25/10	10/26/10	4,580,124.00	0.44	3,876.04	4,579,665.31	4,562,903.70
FHLMC GLOBAL REFERENCE NOTES	DTD 01/17/2003 4.500% 01/15/2013	3134A4SA3	5,625,000.00	AAA	Aaa	03/25/10	03/30/10	6,058,575.00	1.66	116,718.75	5,943,697.26	6,050,615.63
FHFB GLOBAL NOTES	DTD 12/10/2009 1.500% 01/16/2013	3133XW7L7	2,375,000.00	AAA	Aaa	10/26/10	10/27/10	2,425,658.75	0.53	16,328.13	2,421,626.76	2,412,681.75
FHLMC GLOBAL NOTES	DTD 03/04/2010 1.675% 04/15/2013	3137EACJ6	4,000,000.00	AAA	Aaa	03/03/10	03/04/10	3,994,400.00	1.67	13,722.22	3,995,838.88	4,070,116.00
FHFB NOTES	DTD 11/18/2010 0.875% 12/27/2013	313371UC8	4,200,000.00	AAA	Aaa	12/22/10	12/23/10	4,159,638.00	1.20	408.33	4,159,930.28	4,163,166.00
Security Type Sub-Total			37,535,000.00					38,185,949.43	1.61	257,137.68	37,939,450.23	38,502,665.31

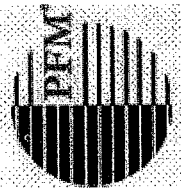
Corporate Note

GENERAL ELECTRIC CAPITAL CORP (FLOAT)	DTD 12/06/2006 0.383% 06/06/2011	36962GZ80	2,250,000.00	AA+	Aa2	05/13/09	05/18/09	2,079,243.23	5.28	599.13	2,211,946.83	2,250,517.50
WELLS FARGO & COMPANY GLOBAL SR	DTD 08/29/2006 5.300% 08/26/2011	949746NJ6	2,000,000.00	AA-	A1	09/01/06	09/07/06	2,003,260.00	5.26	36,805.56	2,000,479.38	2,061,396.00

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PFM Asset Management LLC



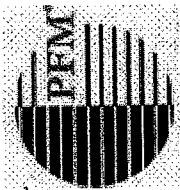
Managed Account Detail of Securities Held

For the Month Ending December 31, 2010

ALAMEDA COUNTY TRANSPORTATION AUTHORITY - 03068500

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note												
GENERAL ELEC GAP CORP GLOBAL SR MTN DTD 02/15/2002 5.875% 02/15/2012		36962GXS8	1,500,000.00	AA+	Aa2	02/29/08	03/05/08	1,598,040.00	4.06	33,291.67	1,529,483.37	1,577,898.00
WELLS FARGO & COMPANY GLOBAL SR		949746NY3	1,000,000.00	AA-	A1	08/26/08	08/29/08	959,600.00	5.41	18,350.69	979,819.14	1,058,251.00
NOTES												
DTD 01/31/2008 4.375% 01/31/2013												
Security Type Sub-Total			6,750,000.00					6,640,143.23	5.02	89,047.05	6,721,728.72	6,948,062.50
Managed Account Sub-Total			64,050,000.00					64,647,325.65	2.00	416,011.55	64,450,079.10	65,555,953.36
Securities Sub-Total								\$64,647,325.65	2.00%	\$416,011.55	\$64,450,079.10	\$65,555,953.36
Accrued Interest											\$416,011.55	\$416,011.55
Total Investments												\$65,971,964.91





Managed Account Detail of Securities Held

For the Month Ending December 31, 2010

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY - 03068510

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Discount Note												
FNMA DISCOUNT	0.000% 01/04/2011	313588AD7	6,143,000.00	A-1+	P-1	02/24/10	02/25/10	6,124,306.51	0.35	0.00	6,142,820.81	6,142,986.30
Security Type Sub-Total			6,143,000.00					6,124,306.51	0.35	0.00	6,142,820.81	6,142,986.30
Federal Agency Bond / Note												
FNMA GLOBAL NOTES	DTD 02/27/2009 1.750% 03/23/2011	31398AVO2	515,000.00	AAA	Aaa	12/01/09	12/03/09	523,322.40	0.51	2,453.40	516,455.19	516,772.63
FHLMC GLOBAL REFERENCE NOTES	DTD 06/13/2008 3.875% 06/29/2011	3137EABN8	4,765,000.00	AAA	Aaa	03/31/10	04/01/10	4,954,504.05	0.66	1,025.80	4,840,493.90	4,849,002.19
FHLMC GLOBAL REFERENCE NOTES	DTD 06/13/2008 3.875% 06/29/2011	3137EABN8	9,670,000.00	AAA	Aaa	06/28/10	06/29/10	9,999,553.60	0.46	2,081.74	9,833,131.26	9,840,472.43
Security Type Sub-Total			14,950,000.00					15,477,380.05	0.52	5,560.94	15,190,080.35	15,206,247.25
Managed Account Sub-Total			21,093,000.00					21,601,686.56	0.47	5,560.94	21,332,901.16	21,349,233.55
Securities Sub-Total			\$21,093,000.00					\$21,601,686.56	0.47%	\$5,560.94	\$21,332,901.16	\$21,349,233.55
Accrued Interest											\$5,560.94	\$5,560.94
Total Investments												\$21,354,794.49

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Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of Mid-Year Budget Update and Statement of Revenues and Expenditures for the Alameda County Transportation Improvement Authority (ACTIA)**

Recommendations

It is recommended that the Commission approve:

- The Mid-Year Budget Update (see Attachment A) which includes an increase in the ACTIA Capital Budget of \$4.4 million
- Statement of Revenues and Expenditures as of December 31, 2010 (see Attachment B)

Summary

Mid-Year Budget Update

- The Revised Budget reflects a \$12 million increase in sales tax revenues, from \$90 million to \$102 million, approved by the Commission in January 2011, and a \$20,000 increase in the equipment budget approved in December 2010.
- The Revised Budget also proposes an increase in the ACTIA Capital Budget of \$4.4 million due to Measure B commitments being moved forward in project funding plans based on funding source availability issues. ACTIA has experienced some fairly large swings in funding needs on projects such as BART Warm Springs Extension, BART Oakland Airport Connector, and I-580 Auxiliary Lanes (see Attachment C).

Statement of Revenues and Expenditures

- As of December 31, 2010, the ACTIA fund balance was \$296.8 million which is better than Mid-Year Budget by \$34.9 million or 13.3%. This positive variance is primarily the result of delays in the ACTA projects and projects with large Measure B commitments from the ACTIA.
- Revenues were \$55.5 million, which is higher than Mid-Year Budget by \$2.2 million or 4.1%.
- Expenditures were \$61.4 million, which is lower than Mid-Year Budget by \$32.8 million or

34.8% due to delays in the ACTA projects and projects with large Measure B commitments from the ACTIA.

- The ACTC and the ACTIA General Funds have offsetting variances in expenditures due to the transfer of administrative costs for the benefit of the ACTC from the ACTIA General Fund to the ACTC General Fund.
- The ACTIA Salary and Benefits Limitation ratio of 0.82% and Administrative Cost Limitation ratio of 3.06% were calculated based on actual expenditures and were found to be in compliance with the requirements of 1.00% and 4.50%, respectively.

Discussion

Historically the budget update document has been prepared consolidated with the update of actual revenues and expenditures for the period. These reports were prepared in a vertical format that has become difficult to maintain as additional funds have been added to the list of ACTIA governmental funds causing a difficulty in the break out of revenues and in accounting for the change in fund balance by fund.

For the FY2010-11 Mid-Year Budget Update, the format has been revised and is displayed horizontally. One of the benefits to this new format is that the budget and actual costs are broken out by fund and all activity in each section, be it budget, revised budget or actuals all represent the change in fund balance by that specific fund. Another benefit is that it segregates the request for a budget revision on the budget update document from the actual Statement of Revenues and Expenditures with a comparison to the mid-year budget so that year-to-date actuals and variance from budget can be reviewed without getting lost in the budget adjustment process.

Fiscal Impact

Approval of the recommended budget update will increase the Capital Budget by \$4.4 million for FY2010-11 to accommodate project spending needs for various projects.

Attachments

- | | |
|----------------|--|
| Attachment A - | The Mid-Year Budget Update |
| Attachment B - | The Statement of Revenues and Expenditures |
| Attachment C - | ACTIA FY2010-11 Capital Project Budget Mid-Year Update |

Mid-Year Budget Update								
Fiscal Year 2010-11								
	General Fund ACTC	General Fund ACTIA	Capital Projects	Special Purpose	Pass-Through	CWTP Fund	ACTA Project Fund	Consolidated Total
ADOPTED BUDGET BY FUND								
Beginning Fund Balance	\$ -	\$ 14,532,186	\$ 87,350,878	\$ 11,592,946	\$ -	\$ -	\$ 189,243,754	\$ 302,719,764
REVENUES								
Sales Tax (Net)		4,050,000	34,465,950	3,070,782	48,413,268			90,000,000
Interest Income			1,111,000				1,750,000	2,861,000
Federal, State & Local Funds	159,250		728,677			776,834		1,664,761
Other Income		112,253						112,253
Total Revenues	159,250	4,162,253	36,305,627	3,070,782	48,413,268	776,834	1,750,000	94,638,014
EXPENDITURES	159,250	4,124,602	85,695,790	10,641,911	48,413,268	776,834	27,708,064	177,519,719
Ending Fund Balance	\$ -	\$ 14,569,837	\$ 37,960,715	\$ 4,021,817	\$ -	\$ -	\$ 163,285,690	\$ 219,838,059
REVISED BUDGET BY FUND								
Beginning Fund Balance	\$ -	\$ 14,532,186	\$ 87,350,878	\$ 11,592,946	\$ -	\$ -	\$ 189,243,754	\$ 302,719,764
REVENUES								
Sales Tax (Net)		4,590,000	39,061,416	3,480,214	54,868,370			102,000,000
Interest Income			1,111,000				1,750,000	2,861,000
Federal, State & Local Funds	159,250		728,677			776,834		1,664,761
Other Income		112,253						112,253
Total Revenues	159,250	4,702,253	40,901,093	3,480,214	54,868,370	776,834	1,750,000	106,638,014
EXPENDITURES	159,250	4,144,602	90,103,955	10,641,911	54,868,370	776,834	27,708,064	188,402,986
Ending Fund Balance	\$ -	\$ 15,089,837	\$ 38,148,016	\$ 4,431,249	\$ -	\$ -	\$ 163,285,690	\$ 220,954,792
BUDGET VARIANCE								
REVENUES								
Sales Tax (Net)		540,000	4,595,466	409,432	6,455,102			12,000,000
EXPENDITURES		20,000	4,408,165	-	6,455,102			10,883,267
Net Change	\$ -	\$ 520,000	\$ 187,301	\$ 409,432	\$ -	\$ -	\$ -	\$ 1,116,733

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

	General Fund ACTC	General Fund ACTIA	Capital Projects Fund	Special Purpose Funds	Pass- Through	CWTP Fund	ACTA Project Fund	Consolidated Total
ACTUALS AS OF DECEMBER 31, 2010								
Beginning Fund Balance	\$ -	\$ 14,532,186	\$ 87,350,878	\$ 11,592,946	\$ -	\$ -	\$ 189,243,754	\$ 302,719,764
REVENUES								
Sales Tax (Net)		2,342,739	19,936,889	1,776,307	28,004,855			52,060,791
Interest Income			472,937				1,959,648	2,432,585
Federal, State & Local Funds	268,603		668,903			23,661		961,166
Other Income		39,528						39,528
Total Revenues	268,603	2,382,268	21,078,729	1,776,307	28,004,855	23,661	1,959,648	55,494,070
EXPENDITURES								
	268,603	1,817,675	22,542,115	1,585,643	28,004,855	23,661	7,199,714	61,442,266
Ending Fund Balance	\$ -	\$ 15,096,779	\$ 85,887,492	\$ 11,783,610	\$ -	\$ -	\$ 184,003,688	\$ 296,771,568
MID-YEAR BUDGET BY FUND								
Beginning Fund Balance	\$ -	\$ 14,532,186	\$ 87,350,878	\$ 11,592,946	\$ -	\$ -	\$ 189,243,754	\$ 302,719,764
REVENUES								
Sales Tax (Net)		2,295,000	19,530,708	1,740,107	27,434,185			51,000,000
Interest Income			555,500				875,000	1,430,500
Federal, State & Local Funds	79,625		364,339			388,417		832,381
Other Income		56,127						56,127
Total Revenues	79,625	2,351,127	20,450,547	1,740,107	27,434,185	388,417	875,000	53,319,007
EXPENDITURES								
	79,625	2,072,301	45,051,978	5,320,956	27,434,185	388,417	13,854,032	94,201,493
Ending Fund Balance	\$ -	\$ 14,811,012	\$ 62,749,447	\$ 8,012,098	\$ -	\$ -	\$ 176,264,722	\$ 261,837,278
VARIANCE								
REVENUES								
Sales Tax (Net)	-	47,739	406,181	36,200	570,670	-	-	1,060,791
Interest Income	-	-	(82,563)	-	-	-	1,084,648	1,002,085
Federal, State & Local Funds	188,978	-	304,564	-	-	(364,756)	-	128,786
Other Income	-	(16,598)	-	-	-	-	-	(16,598)
Total Revenues	188,978	31,141	628,182	36,200	570,670	(364,756)	1,084,648	2,175,063
EXPENDITURES								
	188,978	(254,626)	(22,509,863)	(3,735,313)	570,670	(364,756)	(6,654,318)	(32,759,227)
Net Variance	\$ -	\$ 285,767	\$ 23,138,045	\$ 3,771,513	\$ -	\$ -	\$ 7,738,966	\$ 34,934,290

**ACTIA FY2010-11 CAPITAL PROJECT BUDGET
MID-YEAR UPDATE**

FY10/11 Budget Variances - (Mid-Year Update - January 2011) less (Original Budget - June 2010)

Proj. No.	Project	Original Budget	Mid-Year Update	Difference (Update less Original)	Comments
1	ACE Capital Improvements	\$ 2,000,000.00	\$ 500,000.00	\$ (1,500,000.00)	Individual projects in program delayed by sponsor
2	BART Warm Springs Extension	\$ 27,100,000.00	\$ 34,385,277.54	\$ 7,285,277.54	Stage 2 costs advanced (per PSFA)
3	BART Oakland Airport Connector	\$ 532,668.56	\$ 7,460,364.04	\$ 6,927,695.48	Update based on Sponsor's estimate (contractors proposal due soon) after award of the contract
4	Downtown Oakland Streetscape	\$ 4,313,000.00	\$ 32,700.31	\$ (4,280,299.69)	Project delayed by Sponsor (pending resolution of basement issue)
5	Fruitvale Transit Village	\$ -	\$ -	\$ -	
6	Union City Intermodal Station	\$ 1,400,549.88	\$ 3,903,352.74	\$ 2,502,802.86	Update based on Sponsor submitting invoices (project nearly complete)
7A	Telegraph Avenue Bus Rapid Transit	\$ 1,564,567.00	\$ 2,564,567.00	\$ 1,000,000.00	Project Sponsor closing out sub-projects (Q3 invoices in hand)
7B	San Pablo Avenue Corridor Transit	\$ -	\$ -	\$ -	
7C	Telegraph Avenue Rapid Bus Service	\$ -	\$ -	\$ -	
8	I-680 Express Lane	\$ 8,683,391.83	\$ 7,046,165.16	\$ (1,637,226.67)	Sponsor used other funds and delayed MB expenditures
9	Ironhorse Trail	\$ -	\$ -	\$ -	
10	I-880/Broadway-Jackson I/C	\$ 2,738,000.00	\$ 207,829.21	\$ (2,530,170.79)	Project delayed due to approvals required by other agencies for ACTC to proceed
11	I-880/Washington Ave I/C	\$ 159,025.24	\$ 25.24	\$ (159,000.00)	Update reflects current project status
12	I-580 Castro Valley I/C	\$ 1,758,247.91	\$ 3,999,333.28	\$ 2,241,085.37	Additional expenditures estimated at closeout (reimbursements also adjusted)
13	Lewelling/East Lewelling	\$ 3,000,000.00	\$ 1,950,000.00	\$ (1,050,000.00)	MB project delayed due to utility undergrounding being implemented in concert
14A	I-580 Auxiliary Lanes - W/B Fallon to Tassajara	\$ -	\$ 1,079,026.91	\$ 1,079,026.91	Update reflects current project funding plan (Sponsor adjusting funding plan)
14B	I-580 Auxiliary Lanes - W/B Airway to Fallon	\$ 1,738,555.81	\$ 350,000.00	\$ (1,388,555.81)	Update reflects current project funding plan (Sponsor adjusting funding plan)
14C	I-580 Auxiliary Lanes - E/B El Charro to Airway	\$ 2,763,435.78	\$ 7,588,933.86	\$ 4,825,498.08	MB funds are for ACTIA 21 (exchanged) additional costs at closeout
15	Rte 92/Clawiter-Whitesell I/C	\$ 1,155,000.00	\$ 650,000.00	\$ (505,000.00)	Update reflects current project status
16	Oakland Local Streets	\$ -	\$ -	\$ -	
17	Hesperian/Lewelling Widening	\$ 400,000.00	\$ -	\$ (400,000.00)	Update reflects current project status (17B combined with ACTIA 13)
18	Westgate Extension	\$ 625,000.00	\$ 428,000.00	\$ (197,000.00)	Update reflects current project status
19	E. 14th/Hesperian/150th Improvements	\$ 536,197.55	\$ 536,197.55	\$ -	
20	Newark Local Streets	\$ -	\$ -	\$ -	
21	I-238 Widening	\$ -	\$ -	\$ -	
22	I-680/I-880 Cross Connector Study	\$ 500,000.00	\$ 50,000.00	\$ (450,000.00)	Update reflects current project status
23	Isabel - Route 84/I-580 I/C	\$ 12,716,672.00	\$ 6,849,051.72	\$ (5,867,620.28)	Update reflects current project funding plan (Sponsor adjusting funding plan)
24	Route 84 Expressway	\$ 6,174,545.81	\$ 4,003,007.15	\$ (2,171,538.66)	Update reflects current project status (Environmental/Utility delays resulting in delay to subsequent phase expenditures)
25	Dumbarton Corridor	\$ 650,000.00	\$ 134,766.28	\$ (515,233.72)	Update reflects current project status
26	I-580 Corridor/BART to Livermore	\$ 3,140,845.26	\$ 3,398,291.04	\$ 257,445.78	Update reflects current project status
27	Congestion Relief Emergency Fund - Unallocated	\$ -	\$ -	\$ -	
27A	Congestion Relief Emergency Fund - Vasco Road	\$ -	\$ -	\$ -	
27B	Congestion Relief Emergency Fund - I-80 ICM	\$ 409,021.38	\$ 600,000.00	\$ 190,978.62	Additional MB funds allocated Dec 2010
27C	Congestion Relief Emergency Fund - I-880 23rd-29th	\$ -	\$ 750,000.00	\$ 750,000.00	New project added and allocated Dec 2010
Total MB Capital Project Expenditures		\$ 84,058,714.01	\$ 88,466,879.03	\$ 4,408,165.02	
Totals			Totals	Totals	

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Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of the ACCMA Operating Statement of Revenues and Expenditures, Project Expenditure Report and Transportation for Clean Air and Exchange Program Activity Reports for the Quarter Ended December 31, 2010 and Year-to-Date**

Recommendations:

It is recommended that the Commission approve the attached Operating Statement of Revenues and Expenditures, Project Expenditure Report and Transportation for Clean Air and Exchange Program Activity Reports for the quarter ended December 31, 2010.

Summary/Discussion:

Operating Statement of Revenues and Expenditures

Overall, the ACCMA is very close to the 50% target of budgeted expenses midway through the year.

- Salaries and Wages are 58.40% of budget half way through the fiscal year due to personnel changes related to the Alameda CTC merger.
- Insurance is 124.01% of budget half way through the fiscal year due to an unbudgeted expense incurred for Directors and Officers and Employment Practices Liability insurance.
- Tenant Improvements/Capital Outlay is at 144.89% of budget half way through the fiscal year due to unbudgeted expenses incurred to purchase equipment and install combined ACCMA and ACTIA phone and computer network systems.

Project Expenditure Report

Midway through FY2010/11, projects have incurred only 24% of projected costs for the fiscal year for various reasons. Some of the reasons on the larger projects include:

- Invoices on the I-880 23rd/29th Operational Improvements project have been delayed in processing due to a pending contract amendment. However, this project is expected to approach budget by fiscal year end.

- On the I-580 East Bound Hot Lane and Auxiliary Lane projects, the scope has been put on hold. These projects are not expected to reach budget expectations by fiscal year end.
- On the I-580 West Bound HOV Foothill to Greenville project, there has been a delay in construction due to scope changes which has pushed the schedule out for the ROW acquisition into next fiscal year. The project is not expected to reach budget expectations by fiscal year end.
- On the I-880 HOV Lane project, there has been a delay in work due to additional Caltrans requirements and contract authority issues. The project is not expected to reach budget expectations by fiscal year end.
- The I-80 Integrated Corridor Mobility project has been moving slower than originally projected. The project is not expected to reach budget expectations by fiscal year end.

TFCA and Exchange Fund Activity Reports

The TFCA and Exchange Fund Activity Reports have been included to show the revenues, expenditures and the program balance as of December 31, 2010.

Fiscal Impacts:

There is no fiscal impact to the approval of this item.

Attachments:

Attachment A: Statement of Operating Revenues and Expenditures for the Quarter Ended December 31, 2010 and YTD

Attachment B: Project Expenditure Report for the Quarter Ended December 31, 2010 and YTD

Attachment C: Statement of TFCA Program Revenues and Expenditures for the Quarter Ended December 31, 2010 and YTD

Attachment D: Statement of Exchange Program Revenues and Expenditures for the Quarter Ended December 31, 2010 and YTD

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY OPERATING STATEMENT OF REVENUES AND EXPENDITURES For the Quarter Ended December 31, 2010				
Description	QTR Ended 12/31/2010 Actual	Year to date Actual	Adopted Annual Budget	% Used
Beginning Fund Balance	\$ -	\$ 139,280	\$ 139,280	
Fees - City of Alameda	8,559	17,117	34,234	50.00%
Fees - City of Oakland	47,072	94,143	188,286	50.00%
Fees - City of Piedmont	1,272	2,544	5,088	50.00%
Fees - City of Pleasanton	7,669	15,339	30,677	50.00%
Fees - City of San Leandro	9,307	18,613	37,226	50.00%
Fees - City of Union City	8,033	16,066	32,132	50.00%
Fees - Alameda County	118,408	236,815	473,630	50.00%
Fees - City of Albany	1,917	3,835	7,669	50.00%
Fees - City of Berkeley	11,946	23,893	47,785	50.00%
Fees - City of Dublin	4,378	8,755	17,510	50.00%
Fees - City of Emeryville	876	1,751	3,502	50.00%
Fees - City of Fremont	23,878	47,757	95,513	50.00%
Fees - City of Hayward	16,528	33,056	66,112	50.00%
Fees - City of Livermore	8,973	17,947	35,893	50.00%
Fees - City of Newark	5,020	10,041	20,081	50.00%
Indirect Charges from Capital & Programming	526,311	1,084,826	2,238,978	48.45%
Total Revenues	800,146	1,632,495	3,334,316	48.96%
Salaries and Wages	215,480	691,534	1,184,212	58.40%
Employee Benefits	175,222	313,199	652,633	47.99%
Office Supplies	4,984	7,844	20,000	39.22%
Office Expenses	3,210	12,318	20,000	61.59%
Computer Support	18,401	31,204	80,000	39.01%
Website Services	4,332	8,687	12,000	72.39%
Rent	186,048	213,383	420,000	50.81%
Business Insurance	22,541	37,204	30,000	124.01%
Prof Services - Legal	30,063	43,230	100,000	43.23%
Prof Services - Audit/Acctg.	18,275	22,610	32,000	70.66%
Postage/Delivery	1,986	3,769	7,500	50.25%
Advertising	-	-	10,000	0.00%
Telephone Expenses	18,523	34,215	70,000	48.88%
Equipment Lease/Reproduction	8,321	25,734	40,000	64.33%
Meeting Food/Meals	845	1,438	7,000	20.54%
Misc. Expenses	-	274	2,500	10.96%
Transportation	3,425	5,741	40,000	14.35%
Travel	1,030	2,777	35,000	7.93%
Training	-	4,053	5,000	81.05%
Special Events	2,801	5,529	10,000	55.29%
EDAB Membership	-	-	5,000	0.00%
DBE/LBE/SBE	1,845	6,840	25,000	27.36%
Software Licenses	-	4,348	7,500	57.97%
Consultant-General	8,000	13,000	100,000	13.00%
Tenant Improvements/Capital Outlay	-	28,978	20,000	144.89%
Legislative Advocacy	27,000	49,200	108,000	45.56%
Board Meeting Per Diems	13,725	27,233	60,000	45.39%
Various Unfunded Project Costs	2,909	15,693	-	
Total Expenditures	768,966	1,610,034	3,103,345	51.88%
Revenues Less Expenditures	\$ 31,180	\$ 22,461	\$ 230,971	
Ending Fund Balance		\$ 161,741	\$ 370,251	

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
PROJECT EXPENDITURE REPORT
For the Quarter Ended December 31, 2010 and YTD

	Project Number	Quarter Ended 12/31/10	Year to Date Actual	Revised Annual Budget FY2010/11
CAPITAL IMPROVEMENT PROGRAM				
MTC Partnership	113	\$ -	\$ -	\$ 80,600
MTC General Support	200	-	-	91,000
Congestion Management Program	201	60,979	61,079	468,100
Countywide Transportaion Plan	202	27,497	56,652	788,800
MTC Lifeline Transportation Program	203	-	-	11,000
I-680 SB HOT Lane	210	1,651,471	2,163,623	4,325,900
Transportation and Land Use Work Program	219	8,316	8,316	535,000
Guaranteed Ride Home Program	224	26,145	29,880	140,000
Countywide Bicycle Plan Update	239.1	108	108	38,000
Bike to Work Day	240	9,052	9,583	63,600
I-80 Gilman Street Interchange Improvements	265	-	-	396,400
I-80 Central: Rail and Trade Corridor	266	-	-	585,000
Bus Rapid Transit Corridor Enhancement	267	-	-	590,000
Central Alameda County Freeway Study	277	864	864	1,070,000
Vehicle Registration	282	11,246	24,464	-
MTC Funding & Programming - Planning	303	3,827	4,367	190,000
TFCA Programming, Monitoring & Administration	314	-	252	91,000
Altamont Commuter Express	320	1,485	1,172	15,000
CMA TIP / STIP Monitor	334	53,621	95,539	2,155,000
SMART Corridors - Operations & Maintenance	345	30,801	119,873	980,500
I-680 Southbound HOV Lane	372	2,713,375	3,711,398	4,963,800
I-580 Soundwalls Design	374	1,455,231	1,786,610	2,985,000
Ardenwood Park & Ride Lot	403	3,807	3,896	10,100
I-880 N Safety and Operational Improvements at 23rd/29th	410	-	-	4,980,000
Center to Center	415	-	163,832	205,000
I-580 WB Implementation of Ramp Meter	416	423	16,135	112,500
I-580 EB HOV Lane	420.0	160,482	272,197	279,500
I-580 Traffic Management Plan	420.1	-	58,916	90,000
I-580 Corridor Environmental Mitigation	420.3	80,377	326,186	319,200
I-580 EB HOT Lane	420.4	305,620	464,118	3,276,800
I-580 EB Aux Lane Project	420.5	174,091	177,783	1,183,200
I-580 Corridor ROW Preservation	423.0	1,261,644	1,414,327	2,990,500
I-580 WB HOV Lane	424.0	479,178	499,314	4,496,300
I-580 WB HOT Lane Project	424.1	-	4,206	581,800
I-880 SB HOV Lane Extension Hegenberger to Marina	430	662,676	1,098,099	3,409,700
Webster Street SMART Corridor	440	135,745	176,486	1,261,800
I-680/I-880 Cross connector - PSR	470	108	26,114	315,000
San Pablo Ave TSP/Transit Improvement	478	2,016	105,397	122,000
I-80 Integrated Corridor Mobility	491	671,896	1,307,997	13,957,700
I-880 Marina Blvd. PSR	650	27,772	39,603	672,000
Total Project Expenditures:		\$ 10,019,853	\$ 14,228,386	\$ 58,826,800

Note: Grant funding for projects is received on a reimbursement basis as expenditures are incurred, therefore revenues for projects will be accrued if not already received and revenues will be equal to project expenditures on the year-end financial statements.

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY TRANSPORTATION FUND FOR CLEAN AIR ACTIVITY REPORT

For the Quarter Ended December 31, 2010

FISCAL YEAR	PREVIOUS BALANCE	QUARTER ENDED 12/31/2010	PROGRAM BALANCE
Unexpended Funds as of June 30, 2000 (per BAAQMD audited statement)	\$ 6,313,045	\$ -	\$ 6,313,045
FISCAL YEAR 2000/01 - 2009/10			
PROGRAM REVENUES	18,295,179	-	18,295,179
INTEREST INCOME	897,651	-	897,651
EXPENDITURES	(21,932,619)	-	(21,932,619)
Balance as of 6/30/2010	\$ 3,573,256	\$ -	\$ 3,573,256
FISCAL YEAR 2010/11			
PROGRAM REVENUES	-	926,856	926,856
INTEREST INCOME	5,683	4,775	10,457
EXPENDITURES:			
City of Alameda - G	-	-	-
City of Albany - G	-	-	-
City of Berkeley - G	-	-	-
City of Dublin - G	-	-	-
City of Emeryville - G	-	-	-
City of Fremont - G	-	-	-
City of Hayward - G	-	-	-
City of Oakland - G	-	-	-
City of Pleasanton - G	-	-	-
City of Piedmont - G	-	-	-
City of San Leandro - G	-	-	-
City of Livermore - G	-	-	-
City of Newark - G	-	-	-
City of Union City - G	-	-	-
County of Alameda - G	-	-	-
Discretionary:			
AC Transit	-	-	-
ACCMA - SMART Corr.	(99,985)	-	(99,985)
LAVTA	-	-	-
CMA Administrative Cost	-	-	-
CMA Guaranteed Ride Home	-	-	-
City of Oakland	-	-	-
Misc. Expenses	(10)	(30)	(40)
BALANCE AS OF DECEMBER 31, 2010	\$ 3,478,944	\$ 931,600	\$ 4,410,544

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY EXCHANGE PROGRAM ACTIVITY REPORT

For the Quarter Ended December 31, 2010

	PREVIOUS BALANCE	QUARTER ENDED 12/31/2010	PROGRAM BALANCE	
FISCAL YEAR 2001/02 - 2009/10				
EXCHANGE REVENUES	\$ 60,044,164	\$ -	\$ 60,044,164	
INTEREST INCOME	4,979,072	-	4,979,072	
EXPENDITURES	(50,409,753)	-	(50,409,753)	
Balance as of 6/30/2010	\$ 14,613,483	\$ -	\$ 14,613,483	
FISCAL YEAR 2010/11				
EXCHANGE REVENUES				
INTEREST INCOME	3,714	3,644	7,358	
EXPENDITURES:				
Alameda County CMA	(489,647)	-	(489,647)	
City of Oakland	-	-	-	
City of Piedmont	-	-	-	
City of Alameda	-	-	-	
City of San Leandro	-	-	-	
City of Berkeley	-	-	-	
City of Fremont	-	-	-	
City of Emeryville	-	-	-	
City of Newark	-	-	-	
Union City	-	-	-	
AC Transit	-	-	-	
City Car Share	-	-	-	
BART	-	-	-	
Misc. Expenses	(50)	(20)	(70)	
BALANCE AS OF DECEMBER 31, 2010	\$ 14,127,500	\$ 3,624	\$ 14,131,124	*
<p>* Note: Of the \$14.1 million program balance, \$10.4 million has been loaned to the General Fund over the last couple of years to cashflow project expenditures. In January, an additional \$1.0 million was distributed to Exchange Fund participants leaving an available cash balance of \$2.7 million as of January 31, 2011.</p>				



RECEIVED

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

FEB 08 2011

Application for

ACTIA

Alameda County Transportation Improvement Authority's

Paratransit Advisory Planning Committee (PAPCO)

The Alameda County Transportation Improvement Authority invites Alameda County residents to serve on PAPCO. PAPCO advises the ACTIA Board and staff on the development and implementation of paratransit programs, including a countywide grant program. Each member is appointed for a two-year term. The group currently meets on the fourth Monday of the month, from 1:30-3:30pm.

If you need this application in an accessible format or you need assistance completing it, please contact Naomi Armenta, ACTIA Paratransit Coordinator, at (510) 267-6118 or narmenta@actia2022.com.

Name: Esther Ann Waitz
Home Address: 1001 Murrieta Blvd #122, Livermore, CA 94550
Mailing address (if different): _____
Phone: (home) 925-443-2885 (cell) 925-858-3823 (work) _____ (fax) _____
Email: ANNICA95@COMCAST.NET

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the PAPCO and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer including organization, address, position and dates.
- IV. **Specific Experience:** List any specific interest, involvement, or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you utilize.

In order to avoid conflict of interest, members may need to recuse themselves from discussing and voting on certain funding recommendations to the ACTIA Board.

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

Signature Esther Ann Waitz Date 1-24-11

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

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

Appointing ACTIA Board Member:	
x	<u>Scott Agger</u>
Date:	<u>2/7/11</u>

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

Esther Ann Waltz
1001 Murrieta Boulevard, #122
Livermore, CA 94550

1. I am a former member of the Wheels Accessibility Advisory Committee (WAAC) representing Livermore. I was on the committee from July 2006 to June 2010. The WAAC meets every other month and discusses accessibility issues facing transit users in Dublin, Pleasanton, Livermore, and the surrounding unincorporated areas of Alameda County. I continue to attend the meetings.
2. I am interested in ensuring funding for paratransit and improving services focused on senior and disabled populations. I feel that one important way that services can be improved is through improved driver sensitivity training.
3. See next page.
4. I was an active member of the Wheels Accessibility Advisory Committee (WAAC) and continue to actively participate with the committee. I attend Livermore Amador Valley Transit Authority (LAVTA) Board meetings and stay current on transit issues facing senior and disabled populations in the Tri-Valley.
 - a. I am a registered user for Wheels Dial-A-Ride and use it mostly as a personal care attendant for my husband. I mostly use fixed-route services for personal travel.

**Esther Waltz
Job Resume**

Name	Position	Address	Dates
Independent Contractor	Mystery Shopper	Various	9/2007 to present
Exhibit Attendant	Alameda County Fairgrounds	4501 Pleasanton Avenue, Pleasanton, CA 94566	Each Summer starting in 1996
Volunteer Office Assistant	Tri-Valley CARES	2582 Old First Street, Livermore, CA 94550	10/2006 to 7/2007
Greeter	Livermore Public Library	1188 S. Livermore Avenue, Livermore, CA 94550	8/2005 to 6/2007
Greeter	New Living Expo	635 8th Street, San Francisco, CA 94103	4/2005 to 4/2010

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Nate Miley, Alameda County

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

Tom Van Demark
5429 Normandie Avenue
Oakland, CA 94619
Email: t_vandemark@yahoo.com
Work Phone: (510) 436-4545
Term Began: January 2009
Term Expires: January 2011

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JAN 11 5 2011

ACTIA

Citizen Advisory Committee (CAC)

Meredith Brown
4335 Sequoyah Road
Oakland, CA 94607
Email: meredithbrown@bryantbrownlaw.com
Home Phone: (510) 639-5127
Term Began: April 2009
Term Expires: April 2011

☒ **Reappoint**

Frank Rose
10495 Royal Oak Road
Oakland, CA 94605
Email: ericdorite@aol.com
Home Phone: (510) 562-8989
Term Began: September 2008
Term Expires: September 2010

Brenda Walker
3460 Birdsall Avenue
Oakland, CA 94619
Email: brenda.walker@sbcglobal.net
Home Phone: (510) 846-4434
Term Began: October 2009
Term Expires: October 2011

Citizens Watchdog Committee (CWC)

James Haussener
20885 Redwood Road, Apt. 345
Castro Valley, CA 94546
Email: jhaussener@aol.com
Home Phone: (510) 733-9475
Term Began: February 2010
Term Expires: February 2012

(over)

Angie

Paratransit Advisory and Planning Committee (PAPCO)

Betty Mulholland
2248 High Street
Oakland, CA 94601
Email: fablous29@yahoo.com
Home Phone: (510) 436-3364
Term Began: September 2009
Term Expires: September 2011

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JAN 05 2011

ACTIA

Sandra Johnson Simon
1021 Magnolia Street
Oakland, CA 94607
Email: None
Home Phone: (510) 843-8493
Term Began: September 2010
Term Expires: September 2012

12/1/2010

Date

Nate Miley
Supervisor Nate Miley, Alameda County

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

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

ALAMEDA

County Transportation
Commission

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

www.AlamedaCTC.org

November 22, 2010

RECEIVED

JAN 05 2011

ACTIA

Supervisor Nate Miley
Alameda County
1221 Oak Street, Suite 536
Oakland, CA 94612

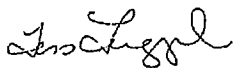
Dear Supervisor Miley:

This letter provides the current information regarding your appointments to the Alameda County Transportation Commission (Alameda CTC) community advisory committees. Attached is a list of current appointees, their contact information, and appointment dates as well as committee vacancies.

To reappoint a representative, check the appropriate box on the attached form and sign on the indicated line. For a new appointment, please complete the attached committee application(s), include the resume of the appointee, and return to Alameda CTC either by mail or by fax to (510) 893-6489. The name of the individual(s) selected for appointment will be placed on the consent calendar of the next regularly scheduled Commission meeting for approval.

Thank you for your assistance in filling these seats. If you have any questions or need further assistance, please call me at (510) 267-6111.

Sincerely,



Tess Lengyel,
Programs and Public Affairs Manager

Enclosure: Attachment A

cc: Arthur L. Dao, Executive Director
Naomi Armenta, Paratransit Coordinator
Rochelle Wheeler, Bicycle and Pedestrian Coordinator
Midori Tabata, BPAC Chair
Barry Ferrier, CAC Chair
James Paxson, CWC Chair
Sylvia Stadmire, PAPCO Chair

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Mayor Marshall Kamena, City of Livermore

RECEIVED

DEC 07 2010

ACTIA**Bicycle and Pedestrian Advisory Planning Committee (BPAC)**

Anthony Salomone
208 Entrada Plaza
Union City, CA 94587
Email: tonysalo@gmail.com
Home Phone: (510) 415-9176
Work Phone: (510) 540-5008
Term Began: January 2010
Term Expires: January 2012

Citizen Advisory Committee (CAC)☒ **Appoint****Vacant**

Val Chinn
• 595 Blossom Way
Hayward, CA 94541
Email: vtchinn-1@hotmail.com
Phone: (510) 537-4328
Term Began: February 2010
Term Expires: February 2012

☒ **Reappoint**

Joseph Hilson
2553 Darwin Street
Hayward, CA 94545
Email: joseph@hilson.com
Phone: (510) 782-6289
Term Began: December 2008
Term Expires: December 2010

Paratransit Advisory and Planning Committee (PAPCO)

Jane Lewis
3115 Finnian Way, Apt. 311
Dublin, CA 94568
Email: freedombydesign2@yahoo.com
Phone: (925) 339-5912
Term Began: September 2009
Term Expires: September 2011

12-7-10
DateMH Kamena
Mayor Marshall Kamena, City of Livermore

(over)



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

www.AlamedaCTC.org

Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, December 9, 2010, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Midori Tabata, Chair	<u>P</u> Preston Jordan
<u>A</u> David Boyer	<u>P</u> Glenn Kirby
<u>P</u> Alex Chen	<u>A</u> Anthony Salomone
<u>P</u> Lucy Gigli	<u>P</u> Tom Van Demark
<u>P</u> Jeremy Johansen	<u>P</u> Ann Welsh

Staff:

<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>P</u> Nicole Schneider, Bicycle and Pedestrian Team
<u>P</u> Rochelle Wheeler, Bicycle and Pedestrian Coordinator	<u>P</u> Diane Stark, ACCMA
	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:35 p.m. The meeting began with introductions and a review of the meeting outcomes. Midori welcomed the new member, Jeremy Johansen, to the committee.

Rochelle Wheeler informed the committee that agenda items 7: *Alameda CTC 2011 Legislative Program Update and Input* and 8: *Half-day Bicycle and Pedestrian Conference Input* would not be covered to allow additional time on the Countywide Pedestrian and Bicycle Plan Updates.

Guests Present: Keith Cooke, City of San Leandro; Victoria Eisen, Eisen/Lutinc; and James O'Brien, Alameda County Transportation Commission (Alameda CTC), attended the meeting.

2. Public Comments

There were no public comments.

3. Approval of September 9, 2010 Minutes

Lucy Gigli moved that BPAC approve the September 9, 2010, minutes as written. Alex Chen seconded the motion. The motion carried unanimously (7-0).

4. Countywide Pedestrian and Bicycle Plan Updates: Input on Evaluation of Current Practices Chapter and Vision, Goals and Objectives Chapters

Rochelle gave a presentation and led a discussion on the Countywide Pedestrian and Bicycle Plan updates. She requested BPAC to provide input on the Evaluation of Current Practices chapter and Vision, Goals and Objectives chapters. Rochelle advised BPAC members to submit written comments by December 15, 2010 at 5 p.m.

Rochelle and Victoria Eisen led the discussion and presented the following:

- An overview of the plan updates
- A review of the Existing Conditions Chapters and the network approach options memo (previously reviewed by BPAC)
- An introduction to the draft Evaluation of Current Practices chapter
- An introduction and discussion of the draft Vision, Goals and Objectives chapters

Comments on Evaluation of Current Practices chapter:

- Add an evaluation of local BPACs to this chapter: How are they funded? Who has them? What are the challenges to developing BPACs? Do they work? How well do they work?
- The chapter title is mismatched: It sounds like Evaluation of Current “Policies,” not “Practices.”
- Add a peer review of literature to answer the following questions: What is the most effective use of funds: putting in bicycling lanes, or education (infrastructure vs. programs)? What is the most cost effective? This would help to educate BPAC and influence how BPAC selects projects for grant funding.
- Add case studies of how other cities have influenced bicycling and walking rates, and of suggested policies.
- Be clear on who would implement the suggestions in the chapter.
- Great recommendations and suggestions in the chapter.
- Add “LEED for New Development” as an emerging policy. Reference the criteria in the checklist.
- Members like that people are rethinking the basic transportation assumptions and are shifting the focus more to promoting bicycle and pedestrian activity.
- Members raised concerns regarding how sidewalk repairs are funded versus road maintenance, namely that many cities require property owners to pay for adjacent sidewalk repairs but not adjacent street repairs. Members questioned if this maintenance model is the best option. A city-by-city evaluation of how sidewalk maintenance is funded should be included to help answer this question. This may fall into the funding/implementation chapter, rather than this chapter. Some BPAC members would be willing to talk to local jurisdictions to find out details on their policies, if assistance is needed.

*Comments on Vision, Goals & Objectives chapters:***Bicycle & Pedestrian Plans**

- Title of Goal 3 (“Encouragement”) sounds “soft.” “Encouragement and Support” sounds better.
- Would like to see countywide best practices or design standards created, so that facilities don’t differ throughout the county. The 2006 Pedestrian Toolkit does this for pedestrian facilities, and could be referenced.
- The Countywide plans could provide guidance for local bicycle and pedestrian master plans to achieve a more uniform bicycle and pedestrian plan methodology in local jurisdictions.
- There is a need for quantitative objectives to measure the state of bicycle and pedestrian activity and to set goals for bicycle and pedestrian activity in the future. Most members think the quantitative goals should not be in the vision statement. It is important to ensure that we establish the quantitative objectives accurately – to measure the correct things, so they are meaningful.
- Change the name of “quantitative objectives,” to “targets” since “objectives” also describes the items under each goal.
- Actions taken may not directly correlate to meeting the target/measure, but it is still good to see if we have met the target/measure. But, we need to have a reason for picking a particular amount/percentage. “If we reach our goal, _____ will happen.” This may include carbon off-sets, better community health, and increased physical activity.
- Is there a discussion of the health impacts of biking and walking? The healthy communities concept should be brought in here. Answer the “so what?” question – Why should someone care about reducing carbon? People will care about improving air quality and personal health. Cite studies that bike/ped infrastructure is linked to physical activity and healthy weight, safety, etc.
- Goal 4 (Planning & Design): Objective 4.5 (regarding standardizing the state of pedestrian infrastructure and design) is good. (It could also fall under Goal 1 (Infrastructure).) Is there a way for Alameda CTC to review the final plans of grant-funded projects before implementation to ensure that projects are well-designed and built to current standards? Are there models available? Staff reported that the MTC Routine Accommodation Checklist and MTC’s plan review for Transportation for Livable Communities grants models could be explored. Members stated that it would be useful to explore additional models and adopt one.
- Goal 5 (Funding and Implementation): Maintenance is a key issue for Class 1 facilities, and can be challenging to fund. Class 1 paths could be re-classified as roadways to be in the same maintenance funding stream as roadways.

Pedestrian Plan only

- Vision statement: Ideally, a vision statement would stay the same from plan to plan and not need revising. The old (2006) statement is good, but should be divided into two sentences. Stay away from quantitative goals in the vision statement.

- Goal 1 (Infrastructure): Add an objective to create maintenance parity between roads and sidewalks.

5. San Leandro Slough Bridge Unused Grant Funds Discussion

Rochelle led a discussion on the San Leandro Slough Bridge unused grant funds. Keith Cooke from the City of San Leandro and James O'Brien, Alameda CTC Project Manager for the East Bay Greenway project, also participated in the discussion.

The City of San Leandro had \$975,000 in unused Measure B Bicycle and Pedestrian Countywide Discretionary Funds (CDF) remaining after the completion of the San Leandro Bay Trail Slough Bridge Project. The following are the City of San Leandro's requests for funds along with Alameda CTC staff's recommendations.

1. The City of San Leandro requested to use \$125,000 of the funds to recoup the San Leandro Slough Bridge design costs. Staff recommended *no* to this request.
2. The City requested to use \$364,500 for design and construction of the Bay Trail in San Leandro along the marina. Staff recommended *yes* to this request.
3. The City requested to use \$485,500 to supplement the East Bay Greenway (EBG) project. Staff recommended *yes* to use an amount for the EBG project.
4. Staff recommended that \$65,000 from request number 1 be used to match federal funds for the BikeMobile competitive grant.
5. Staff did not recommend returning all funds (\$975,000) to the CDF program to be allocated in a future grant cycle.

The committee was strongly against allocating funds to the Marina Bay Trail project, because it was not thoroughly evaluated through the extensive grant funding cycle process, and they felt it would most likely not compete well for these funds.

The BPAC discussed the above requests and staff recommendations extensively and made the following recommendations:

1. Allow \$125,000 for the City to recoup San Leandro Slough Bridge design costs.
2. BPAC recommended not funding the Marina Bay Trail, as the City had requested.
3. Allow \$485,500 to supplement the East Bay Greenway project.
4. Allow \$65,000 for matching funding for the BikeMobile project.

Several motions were made by BPAC members for the allocation of the funds:

- Midori Tabata moved that \$424,500 is returned to the Bicycle and pedestrian Safety funds until the next call for project. Alex Chen seconded the motion. The motion did not pass.
- Glenn Kirby moved to allocate \$125,000 back to the City of San Leandro to recoup San Leandro Slough Bridge design costs; and allocate \$299,500 to the EBG project. Tom Van Demark seconded the motion. The motion did not pass.
- Preston Jordan moved to give the City of San Leandro \$200,000 and \$775,000 for a mini-call for projects. No one seconded the motion.
- Lucy Gigli moved to allocate \$65,000 to the BikeMobile project and allocate a portion to EBG. No one seconded the motion.

Glenn Kirby moved that BPAC approve the recommendation listed in items 1 through 4. Preston Jordan seconded the motion. The motion passed unanimously. BPAC did not take any action to allocate the remaining \$299,500.

6. Countywide Bicycle and Pedestrian Programs Funding Request

Staff recommended that BPAC make a recommendation to the Alameda CTC to authorize \$30,000 from the Countywide Bicycle and Pedestrian Safety funds for the Alameda County's 2010 Bike to Work Day promotion, the new Step into Life pedestrian campaign, and the bicycle and pedestrian count program, as detailed in the BPAC staff report.

Tom Van Demark moved to approve \$30,000 for the above recommendation. Preston Jordan seconded the motion. The motion passed unanimously.

7. Alameda CTC 2011 Legislative Program Update and Input

This item was eliminated due to time used for the Countywide Bicycle and Pedestrian Plan updates.

8. Half-day Bicycle and Pedestrian Conference Input

This item was eliminated due to the time used for the Countywide Bicycle and Pedestrian Plan updates.

9. Board Actions/Staff Reports

Tess Lengyel informed BPAC members that the consultant firm, Nelson/Nygaard was hired to manage the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) development project. She mentioned that the website is updated with information regarding the CWTP-TEP project. BPAC members and the public can access the URL at http://www.alamedactc.com/app_pages/view/795.

Tess informed the committee that the Commission will hold a retreat on December 17, 2010 at California State Eastbay from 8:30 a.m. to 2 p.m. She mentioned that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) will give a presentation on the Sustainable Communities Strategy's impact on the jurisdictions.

Tess said that the Central County Transportation Forum is scheduled for January 20, 2011 at Hayward City Hall.

10. BPAC Member Reports

Preston Jordan informed the members that the City of Albany decided to combine their Bicycle Master Plan Update and new Pedestrian Master Plan into one plan, called the "Active Transportation Management Plan."

11. Adjournment

The meeting adjourned at 8:30 p.m.

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

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Ms.	Tabata, Chair	Midori	Oakland	Councilmember Rebecca Kaplan, City of Oakland	Jul-06	Sep-08	Sep-10	0
2	Mr.	Van Demark, Vice-Chair	Tom	Oakland	Supervisor Miley, District 4	Oct-04	Jan-09	Jan-11	1
3	Mr.	Boyer	David	Union City	Mayor Mark Green, Union City	Nov-06	Nov-08	Nov-10	2
4	Mr.	Chen	Alexander	Fremont	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11	1
5	Ms.	Gigli	Lucy	Alameda	Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11	1
6	Mr.	Johansen	Jeremy	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-10		Jan-12	0
7	Mr.	Jordan	Preston	Albany	Supervisor Carson, District 5	Oct-08	Sep-10	Sep-12	0
8	Mr.	Kirby	Glenn	Hayward	Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	Jan-12	2
9	Mr.	Salomone	Anthony	Union City	May Marshall Kamena, Livermore	Jan-10		Jan-12	2
10	Ms.	Welsh	Ann	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-09		Oct-11	1
11		Vacancy			Councilmember Beverly Johnson, Alameda				

Alameda CTC Citizens Advisory Committee Meeting Minutes
Thursday, October 21, 2010, 5:30 p.m., 1333 Broadway, Suite 200, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Barry Ferrier, Chair	<u>P</u> Frances Hilliard	<u>P</u> Clara Sample
<u>P</u> Cynthia Dorsey, Vice Chair	<u>P</u> Joseph Hilson	<u>A</u> Nicholas Sebastian
<u>A</u> Meredith Brown	<u>P</u> Alton Jefferson	<u>P</u> Mike Sedlak
<u>A</u> Norbert Castro	<u>P</u> Roop Jindal	<u>A</u> Gerarda Stocking
<u>P</u> Val Chinn	<u>A</u> Dimitris Kastriotis	<u>A</u> Brenda Walker
<u>P</u> Joseph Collier	<u>P</u> Audrey LePell	<u>A</u> Ronald Washington
<u>A</u> Emily Duncan	<u>P</u> Pilar Lorenzana-Campo	<u>A</u> Darren White
	<u>P</u> Frank Rose	<u>P</u> Hale Zukas

Staff:

<u>P</u> Christine Monsen, Executive Director	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.
<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>P</u> Lou Hexter, MIG
<u>P</u> Keonnis Taylor, Programs Coordinator	

1. Welcome and Introductions

Chair Barry Ferrier called the meeting to order at 5:35 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: *Rev. Daniel Buford, Allen Temple Baptist Church; Charles Hill Jr., NEPE-32X; Darlene Jones, AC Transit; Hakeim McGee, City of Oakland; Betty Mulholland, PAPCO; Sharon Powers, PAPCO; Sharon Sabathia; Sylvia Stadmire, PAPCO; and John Williams, UWBA*

2. Public Comments

There were no public comments.

3. Approval of July 15, 2010 Minutes

Audrey LePell moved to approve the minutes as corrected to add the word Festival after Hayward Zucchini on page 2. Roop Jindal seconded the motion. The motion carried 8-1; Hale Zukas abstained.

4. Staff Overview of Outreach Materials and Website Report

Keonnis Taylor reviewed the Alameda County Transportation Commission (Alameda CTC) messaging tips and benchmarks of success, which are the outreach targets that Alameda CTC uses to keep the community informed. CAC members reviewed a handout of outreach tracking events. The members suggested that staff distribute the outreach spreadsheet prior to the events taking place.

Lou Hexter gave a report on the website update. CAC members reviewed a handout of the Constant Contact Email Tracking report and a report showing the number of web pages viewed from September 1, 2010 to October 15, 2010 on the Alameda CTC website, and from July 1, 2010 to September 30, 2010 on the ACTIA website. The CAC members suggested that the time period reported for the Alameda CTC and ACTIA websites should be the same. Barry suggested that staff provide to the committee the website tracking reports in the agenda packet. Lou also informed the committee that a new e-newsletter will be available in November on the website.

5. CAC Outreach Goals and Objectives

Barry Ferrier stated that he had difficulty finding the e-notifier as well as problems finding the CAC meetings on the ACTIA calendar. Staff informed Barry that the website is in the process of being updated since the merger. The e-notifier is located under “Staying Informed” on the Alameda CTC website. Effective July 22, the ACTIA calendar stopped showing the community advisory meetings. They appear on the Alameda CTC website.

CAC members suggested that members e-mail to staff any website problems/issues instead of discussing them at the meeting. The committee should focus on discussing new ideas and new approaches.

The CAC meeting had many people from the public in attendance, and staff explained that the CAC hosts the Transportation Forum and begins the evening with its committee meeting. The general meeting agenda for the evening was explained as follows:

- 5:30 – 6:30 p.m. – CAC meeting
- 6:30 – 7:00 p.m. – Open house (exhibits showing various projects and programs within North County; this is an opportunity for the sponsors to answer questions and share information about resources and activities)
- 7:00 – 8:30 p.m. – Presentations on featured projects in North County

The CAC members provided the following feedback from the South County Transportation Forum:

- Since the forum is quarterly, make it more informative for the people attending by detailing how the projects relate to the people and the community.
- Give the speakers defined agenda topics and have a question-and-answer session after each speaker.
- Change the structure of the meeting to pique the interest of the people attending. For example, discussing engineering is great; however, a lay person may not be able to understand the technical information.
- A member stated that she invited many people to the forum and most attendees want to interact with speakers and others.

Barry inquired if the above feedback was received on the evaluation forms. Staff stated that they review all evaluations and will check. Barry wants a summary of the feedback because the committee can make changes if the evaluations reflect constructive information.

Members provided the following input on the structure of the Transportation Forum:

- A member suggested that the committee review the forum structure and make modifications to generate interest within the community.
- Another member suggested having questions/comments after each speaker. If Alameda CTC makes this change, how much time will the public have for questions? A time limitation will be required.
- When people sign-in, they can state what their interests are so Alameda CTC can continue to improve the Transportation Forums.
- The forums are annual for each planning area within Alameda County; Alameda CTC needs to ensure that communication takes place with the public on the topics. The Chair stated that the e-notifier can be used to communicate with the public.

6. CAC Member/Outreach Reports

Dr. Roop Jindal informed the committee that he attended the first Community Advisory Working Group (CAWG) meeting. Alameda CTC is updating the Countywide Transportation Plan and the Transportation Expenditure Plan (CWTP-TEP), and is seeking input and public support before going to the voters in 2012. Dr. Jindal suggested that staff include CAWG minutes in the next quarterly meeting packet. Staff confirmed that it's a good idea to include the CAWG minutes in the agenda packet.

7. Staff Reports

Tess Lengyel informed CAC that the Alameda CTC approved new per diems for the community advisory committee members. CAC member reviewed the per diem process outlined in the agenda packet. For each meeting members attend, up to two meetings per month, they will receive a \$50 per diem. This amount is meant to cover the transportation and other costs of meeting attendance.

Tess stated that Alameda CTC is merging. The agency is expanding out information sharing to incorporate both ACTIA and ACCMA projects. The projects being presented at the Transportation Forums will be more inclusive to reflect the Alameda CTC.

A member requested the Route 238 project be included on the January Transportation Forum since the next meeting will take place in Central County.

An attendee from the public inquired, whose idea was it to merge the two agencies? Is the funding for both agencies merged? Staff stated that these questions will be addressed at the Transportation Forum.

Barry informed the committee that Herb Crowell passed away in July.

Staff informed the committee that Emily Duncan, a CAC member, is running for City Council in the City of Union City in November.

8. Adjournment/Next Meeting

The meeting adjourned at 6:30 p.m. The next meeting is at 5:30 p.m. on January 20, 2011, at Hayward City Hall.

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

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

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

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
17	Ms. Sample		Clara	Union City	Mayor Mark Green, Union City	Sep-10		Sep-12	0
18	Mr. Sebastian		Nicholas	Emeryville	Councilmember Beverly Johnson, Alameda	Sep-07	Sep-09	Sep-11	3
19	Mr. Sedlak		Mike	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	May-10		May-12	0
20	Ms. Stocking		Gerarda	Livermore	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	3
21	Ms. Walker		Brenda	Oakland	Supervisor Nate Miley, D-4	Oct-09		Oct-11	3
22	Mr. Washington		Ronald	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	3
23	Mr. White		Darren	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-08	Sep-10	Sep-12	3
24	Mr. Zukas		Hale	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	1
25	Vacancy				Councilmember Beverly Johnson, Alameda				
26	Vacancy				Councilmember Beverly Johnson, Alameda				
27	Vacancy				Mayor Jennifer Hosterman, Pleasanton				
28	Vacancy				Mayor Marshall Kamena, Livermore				
29	Vacancy				Councilmember Rebecca Kaplan				
30	Vacancy				Councilmember Rebecca Kaplan				
31	Vacancy				Supervisor Wilma Chan, D-3				
32	Vacancy				Supervisor Nadia Lockyer, D-2				
33	Vacancy				Supervisor Scott Haggerty, D-1				

Alameda CTC Citizens Watchdog Committee Meeting Minutes
Monday, November 8, 2010, 6:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

<u>P</u> Arthur L. Dao, Executive Director	<u>P</u> Tess Lengyel, Programs and Public Affairs Manager
<u>P</u> Anees Azad, Finance and Administration Manager	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

James Paxson, CWC Chair, called the meeting to order at 6:35 p.m. and welcomed the new members Mike Dubinsky and Miriam Hawley.

2. Public Comments

There were no public comments.

3. Approval of July 12, 2010 Minutes

Pamela Belchamber moved to approve the minutes. Roger Chavarin seconded the motion. The motion carried with one abstention, Miriam Hawley (7-1).

4. ACTIA Independent Audit Presentation

Mark Wong from the independent auditing firm of Maze and Associates, LLP presented ACTIA's audit report for fiscal year 2009-2010. The auditors reviewed ACTIA's internal operating controls, systems, and processes, as well as the accuracy and reliability of its financial records. Mr. Wong reviewed the draft basic financial statements, ACTIA single audit financial statements, and the limitations worksheet.

- Regarding the report of ACTIA's financial statements, the auditor found no material weaknesses or items of administrative concern, and Maze and Associates issued a "clean" or "unqualified" opinion, meaning that the information stated is materially accurate.
- The single audit was required for transactions involving federal funds of more than \$500,000. Federal State Transportation Improvement Program (STIP) and Surface Transportation Program (STP) funds in the amount of \$823,000 were used for the I-580/Redwood Road Interchange and I-580 Castro Valley Interchange Improvement projects.
- Anees Azad reviewed the limitations worksheet in detail.

Anees stated that the Expenditure Plan mandates that the staff salary and benefits must be 1 percent below the revenue net. It also requires that other administrative costs are less than 4.5 percent of the sales tax revenue. Anees mentioned that this is the first year for the new cost allocation policy, which separates administrative costs into direct and indirect costs. This is also the first time for the ratio of indirect and direct costs.

CWC members made the following inquiries:

- The financial highlights show \$26.1 million for local transportation. Does this also include funds for paratransit? Staff stated that the paratransit costs are in mass transit. Local transportation is for local streets and roads for jurisdictions.
- On the balance sheets/statement of net assets, it appears that a portion of the reserves are for the Countywide Transportation Plan (CWTP). Staff explained that the total CWTP effort will cost \$2 million, and the \$1 million shown on the balance sheet is the amount that the Alameda County Transportation Improvement Authority (ACTIA) is matching with the Alameda County Congestion Management Agency (ACCMA).
- Why is Measure B money being used to plan for another set of projects in the CWTP? Staff explained that Alameda CTC is using a mix of fund sources, such as the Bicycle and Pedestrian Safety funds used to update the Countywide Bicycle and Pedestrian Plans (that will also feed into the CWTP); the Congestion Emergency Relief fund; the Express Bus fund for use in the transit section of the CWTP; and the unused portion of the 4.5 percent of sales tax revenue for administrative costs.
- When was the transfer of ACTA to ACTIA? The transfer took place on June 24, 2010.
- Is the date correct for the indirect costs on the limitations worksheet? Yes.
- How are the retirement plans funded? Are the retirement plans covered under the administrative expense? Yes.

5. Discussion of Amendment to 2000 Measure B Expenditure Plan

Matt Todd discussed the I-80 Integrated Corridor Mobility Project/San Pablo Avenue Arterial and Transit Improvement Project with the CWC. He informed members that a request to allocate additional funds and amend the professional services agreement for this project will go to the Commission in December.

Staff informed the CWC of an emergency contingency fund, which is part of the Expenditure Plan, and is available to fund high-priority projects that address major regional congestion problems that emerge during the life of the plan. The Congestion Relief Emergency fund contains \$7.6 million, and Alameda CTC wants to use a portion of the funds for a project that will relieve congestion on I-880 at 29th and 23rd Avenue. This project will tear down the overcrossing, which is a major route for trucks. Replacing the overcrossing will improve the congestion in 12 lanes and provide longer ramp and auxiliary lanes. To use the Congestion Relief Emergency fund, the project must meet three criteria as follows: (1) high priority; (2) high congestion; (3) new project emerged during the life of the Expenditure Plan.

JoAnn Lew made an expression of support for the project. Harriette Saunders seconded the motion. The motion passed unanimously (8-0).

6. CWC Annual Report Outreach Summary

A. Summary of Costs

Tess Lengyel stated that a different approach was taken this year for the CWC Annual Report to the public. Staff placed more ads online to redirect traffic back to the website to the full online report and placed fewer print advertisements. The budget for the Annual Report was \$50,000 and the actual cost was \$44,973. The CWC inquired how many hits occurred on the website for the annual report. Staff will bring that information to the next meeting.

B. Summary of Feedback

Staff stated that one complaint received was that the font was too small in the *Pleasanton Weekly* paper. All other responses were positive.

7. Program Compliance Workshop Update

Tess Lengyel informed the CWC members that Alameda CTC held a Programs Compliance Workshop on September 16, 2010. A total of 23 people attended, which included representatives from cities and agencies. Staff stated that program compliance materials are on the website, and Alameda CTC is aiming for 100 percent compliance. If an agency is not in compliance, Alameda CTC can withhold funds. At the next workshop, staff will discourage the cities from using "see attached" and have them expand their answers on the forms.

8. CWC Member Reports/Issues Identification and Report from CWC Ad-hoc Committee Meeting

James Paxson gave an overview of the Issues Identification process and explained that an Ad-hoc Committee is formed once the CWC identifies an issue. The CWC reviewed the CWC Ad-hoc Committee recommendation regarding the City of Fremont and the City of Oakland ending balances for fiscal year 2008-2009.

The Ad-hoc Committee recommendations to the CWC are:

1. Should there be a cap on the amount of money an agency has for an ending balance? The Paratransit Advisory and Planning Committee (PAPCO) currently has a cap in place on how cities deal with reserves, and is a model that can be used for Bicycle and Pedestrian Safety, and Local Streets and Roads programs. PAPCO has a time period for cities to spend down their money for the paratransit program. How should the agreements help to direct those funds? Arthur L. Dao stated that policy decisions will be brought to the Commission at the Retreat on December 17.

Should Alameda CTC put more aggressive measures in place to enforce Measure B expenditures? Staff stated that when Alameda CTC works with the jurisdiction

- agreements, staff can bring them to the CWC for review; and Alameda CTC staff will bring potential policy decisions to the Commission Retreat in December.
2. The CWC should request more project reporting at the CWC meetings annually with the jurisdictions to help the cities focus on their delivery processes and expenditures.
 3. Alameda CTC can modify the program compliance spreadsheet by allowing the jurisdictions to provide more detail.

The CWC members agreed by consensus to send a message to the Commission to review and comment on next year's policy development in preparation for the 2012 agreements. The members also want to adopt items 2 and 3 of the CWC Ad-hoc Committee recommendations at the earliest possible time.

The CWC members stated that they would like greater transparency and to make the reporting requirements clearer rather than tackle the policy of when people should spend money. The cities need to disclose to the public how and when they spend the money.

9. Staff Reports/Commission Actions

A. Merger Update

Due to time constraints, this topic was not covered.

B. Semi-Annual Local Business Enterprise/Small Local Business Enterprise Report (LBE/SLBE) Update

Arun Goel presented to the CWC members the LBE/SLBE utilization report for the period of January 1, 2010 to June 30, 2010. During this period, ACTIA had 31 active contracts with Local Business Contract Equity (LBCE) Program goals.

Staff monitors the goals and achievements of each contract. ACTIA reserves the right to audit the activities of the contracting organizations to ensure they use the funds as specified. The purpose of the semi-annual ACTIA Board report is to ensure staff enforces the guidance established by the ACTIA Board.

ACTIA also participates with the Disadvantage Business Enterprise Program, which includes minority-owned and woman-owned business enterprises.

The Semi-Annual LBE/SLBE [Local Business Enterprise/Small Local Business Enterprise] report indicated that through June 30, 2010, on all active projects, 92 percent of funds went to LBE certified firms, and 52 percent went to SLBEs.

C. General Items

- Tess Lengyel highlighted items in the Commission Action Items report.
- Robert Raburn was elected as BART Board of Director for District 4 in November 2010.
- A Commission Retreat will take place on December 17, 2010.
- The City of Union City put a half-cent sales tax measure on the ballot, and it passed; the City of San Leandro put a quarter-cent sales tax measure on the ballot, and it passed; the CMA's Measure F also passed.

10. Adjournment/Next Meeting

The meeting adjourned at 9 p.m.

The next meeting is January 10, 2011 at Alameda CTC offices. **Please note: To allow for review of the Year-end Program Compliance Reports and Audits, the meeting will begin one hour earlier at 5:30 p.m.**

Paratransit Advisory and Planning Committee Meeting Minutes
Monday, November 22, 2010, 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

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

1. Welcome and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:05 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Jennifer Cullen, Senior Support; David Goldstone, BART Illustrator; Kadri Klm, LAVTA; Bob Lockhart, BART; and Laura Timothy, BART, attended the meeting.

2. Public Comments

There were no public comments.

3. Approval of October 25, 2010 Minutes

Harriett Saunders moved that PAPCO approve the minutes as written. Sandra Johnson-Simon seconded the motion. The motion carried unanimously (15-0).

4. Gap Grant Reports: LAVTA – Paratransit Vehicle Donation; BART – *Learn BART*

Laura Timothy and Bob Lockhart from BART gave a presentation on *Learn BART*. This project is a picture guide to riding BART and is aimed toward seniors, people with disabilities, and people with limited English-speaking skills. David Goldstone, BART's illustrator, gave a demonstration of the *Learn BART* booklet.

PAPCO members provided the following input:

- The *Learn BART* booklet is great for non-readers and people with limited English skills. The booklet should contain/follow the color for the train lines; for example, yellow represents the Pittsburg/Bay Point line. The change machine and the machine to purchase tickets should be clearly labeled in the booklet.
- One member stated that the Community Resources for Independent Living (CRIL) should receive the *Learn BART* booklet to help with the training. Also, the sample trip depicted in the booklet should show travel across the bay to San Francisco versus Oakland.
- A member suggested adding a blurb and/or showing a picture depiction for adding fare to a ticket.
- A member stated that the Clipper card will expand rapidly and the *Learn BART* booklet may need updating in two years.

Kadri Külm from LAVTA gave a presentation on the LAVTA paratransit vehicle donation and Dial-A-Ride Scholarship Programs. The purpose of the Paratransit Vehicle Donation Program is to donate retired accessible vehicles from the LAVTA Wheels Dial-A-Ride fleet to community-based organizations that serve Americans with Disabilities Act (ADA) paratransit eligible clients. This program will provide transportation to the community and reduce the demand for Wheels Dial-A-Ride. Kadri informed the committee that the requirements for the recipients of the donated vans are: (1) Must paint or wrap the vehicle so that people cannot mistake it for a Wheels vehicle. (2) Must provide a minimum of 50 ADA paratransit-eligible trips per month.

PAPCO members asked questions and provided the following input:

- What is the phone number to call to apply for a van? Kadri said (925) 455-7555.

- Who are the recipients of the donated vans? The program was advertised in several ways, such as in the newspapers, etc. The recipients were programs for people with developmental disabilities; these programs provide many field trips for their riders.
- Can anyone receive the vans? Only the Tri-valley area is eligible for vans.
- How many riders have been ADA approved? Kadri said all of them.

5. Countywide Bicycle and Pedestrian Plans Update and Input on the Vision/Goals Chapter

Rochelle Wheeler and Diane Stark, co-leaders for updates to the Countywide Bicycle and Pedestrian Plans, presented the draft Vision/Goals and Objectives chapters and requested input from PAPCO. The members provided the following comments and questions for consideration, which are not specific to either the pedestrian or bicycle plan:

- The first two sentences of the vision statements are much too long. They should be simple and succinct. These seem like propaganda statements. One member likes the concreteness of the last sentence (regarding quantitative goals), though.
- Funding is short, so money should be spent to help all.
- How is Measure B funding used to build bicycle and pedestrian projects?
- Are wheelchair users allowed to use the bike lanes?
- Multi-use trails need to be wide enough for wheelchair users and bicyclists to pass each other.
- Will Dublin retrofit its paths?
- Why create two separate plans (bicycle and pedestrian) since they seem to be so similar?
- Where has the funding for ADA implementation gone?

6. Update on Reporting Form Changes

Naomi Armenta provided an overview of the changes to reporting processes and forms for Measure B pass-through funding to PAPCO. She reviewed the overall review process for the year-end reports.

7. Recommendation on Annually Renewed Paratransit Coordination Contract

Tess Lengyel gave a brief history of the contract with Nelson\Nygaard Consulting Associates. In 2008, Nelson\Nygaard submitted a bid. ACTIA approved the contract, and Nelson\Nygaard has provided support service for all PAPCO work. The consulting firm also supports TAC and the grant program,

provides expertise on senior services, mobility issues, leads the mobility workshop, and provides work on paratransit toolkits. Nelson\Nygaard also helps with outreach events.

Staff recommended that PAPCO make a recommendation to renew the Nelson\Nygaard Paratransit Coordination contract for the next fiscal year. The recommendation will go to the January Commission meeting.

Harriette Saunders moved that PAPCO recommend the renewal of the Nelson\Nygaard contract to the Commission. Jonah Markowitz seconded the motion. The motion carried unanimously (18-0).

8. Member Reports on PAPCO Mission and Responsibilities Implementation

- Herb Hastings and Carmen Rivera-Hendrickson visited the organizers for the Alameda County Fair to discuss providing accessible transportation from BART.
- Renee Wittmeier stated that she has difficulty reaching people on the phone at CRIL.
- Sylvia Stadmire said that she will contact Carmen since she is not feeling well.
- Sylvia commended PAPCO members on their meeting attendance; she attended the United Seniors of Oakland and Alameda County (USOAC) conference; Sylvia also attended the North County Transportation Forum; she informed the members that they need to pay attention to the presenters so as not to repeat questions.
- Naomi assured the committee that Alameda CTC records items and issues members bring to the meetings and will incorporate the information into future work.
- Michelle Rousey informed the committee that a Thanksgiving dinner is being hosted at the Oakland Marriott on November 23, 2010.

9. Committee Reports

- A. East Bay Paratransit Services Review Advisory Committee (SRAC)
- Naomi gave the members an update on the items discussed in the last SRAC meeting. She mentioned that SRAC received a presentation from the Metropolitan Transportation Commission on the Clipper Card. She stated that the reservation period changed from three days back to seven, effective November 8, 2010. East Bay Paratransit (EBP) had previously

shortened its reservation hours, and that will remain in place. As part of the EBP eligibility interview, EBP is weighing applicants.

B. Citizens Watchdog Committee (CWC)

Harriette Saunders stated that the CWC met on November 8, 2010 and covered the result of the CWC 8th Annual Report; a discussion took place on how the different programs are accountable for spending their ending balances. Also, CWC received a presentation on ACTIA's independent audit for fiscal year 09/10.

10. Staff Updates

A. Mobility Management

Naomi stated that a document on mobility management information "A new role for public transportation" is in the packet for member review.

B. Outreach Update

Krystle Pasco informed the committee that the USOAC held its annual convention on November 18, 2010. Krystle stated that this is the last event of the year that Alameda CTC will attend. Krystle encouraged the members to notify Naomi or herself if they have suggestions for upcoming events.

C. Other Staff Updates

Tess informed the committee of the Alameda CTC holiday party on December 2, 2010.

11. Mandated Program and Policy Reports

Naomi requested PAPCO review the documents in the packet for this agenda item.

12. Adjournment

The meeting adjourned at 3:25 p.m.

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

	Title	Last	First	City	Annual Outreach Event	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-10
1	Ms. Stadtmire, Chair	Sylvia J.	Carolyn M.	San Leandro	1 - NC Transportation Forum	Supervisor Wilma Chan, D-3	Sep-07	Feb-10	Feb-12	0
2	Rev. Orr, Vice-Chair	Carolyn M.	Aydan	Oakland		Councilmember Rebecca Kaplan	Oct-05	May-10	May-12	0
3	Ms. Aysoy	Larry	Herb	Berkeley		City of Berkeley	Jul-09		Jul-11	0
4	Mr. Bunn	Shawn	Herb	Union City		Union City Transit	Jun-06	Sep-10	Sep-12	3
5	Mr. Clayton	Herb	Shawn	Hayward		Supervisor Nadia Lockyer, D-2	Sep-03	Mar-07	Mar-11	1
6	Mr. Costello	Herb	Shawn	Dublin		City of Dublin	Sep-08	Sep-10	Sep-12	1
7	Mr. Hastings	Herb	Shawn	Dublin		Supervisor Scott Haggerty, D-1	Mar-07	Mar-09	Mar-11	1
8	Ms. Jacobson	Shawn	Herb	Emeryville		City of Emeryville	Mar-07	Mar-09	Mar-11	0
9	Ms. Johnson	Shawn	Herb	Oakland		Supervisor Nate Miley, D-4	Sep-10		Sep-12	0
10	Ms. Lewis	Shawn	Herb	Dublin		City of Livermore	Sep-09		Sep-11	1
11	Mr. Markowitz	Shawn	Herb	Berkeley		Supervisor Keith Carson, D-5	Dec-04	Mar-09	Mar-11	0
12	Ms. Mulholland	Shawn	Herb	Oakland	1 - USOAC Annual Convention	Supervisor Nate Miley, D-4	Sep-09		Sep-11	2
13	Ms. Powers	Shawn	Herb	Fremont	1 - SC Transportation Forum	City of Fremont	Dec-07	Jan-10	Jan-12	0
14	Ms. Proee	Shawn	Herb	Hayward		City of Hayward	Mar-10		Mar-12	0
15	Ms. Rivera-Hendrickson	Shawn	Herb	Pleasanton		City of Pleasanton	Sep-09		Sep-11	2
16	Ms. Rousey	Shawn	Herb	Oakland		Supervisor Nadia Lockyer, D-2	May-10		May-12	0

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

17	Ms.	Sample	Clara	Union City	1 - SC Transportation Forum	City of Union City	Mar-07	Mar-09	Mar-11	0
18	Ms.	Saunders	Harriette	Alameda	1 - CC Transportation Forum	BART	Jun-08	Sep-10	Sep-12	0
19	Mr.	Scott	Will	Berkeley	1 - NC Transportation Forum	Supervisor Keith Carson, D-5	Mar-10		Mar-12	1
20	Ms.	Tracy-Baker	Maryanne	San Leandro	1 - I-580 Ribbon Cutting	Supervisor Scott Haggerty, D-1	Oct-08		Oct-10	2
21	Ms.	Waltz	Esther Ann	Livermore		LAVTA	Feb-11		Feb-13	
22	Ms.	Wittmeier	Renee	San Lorenzo	1 - CC Transportation Forum	Supervisor Wilma Chan, D-3	May-09		May-11	0
23	Mr.	Zukas	Hale	Berkeley		A. C. Transit	Aug-02	Mar-09	Mar-11	0
24		Vacancy				City of Alameda				
25		Vacancy				City of Albany				
26		Vacancy				City of Newark				
27		Vacancy				City of Piedmont				
28		Vacancy				City of San Leandro				

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Memorandum

DATE: February 15, 2011

TO: Alameda CTC Commission

FROM: Planning, Policy and Legislation Committee

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

Recommendations

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

Summary

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

Discussion

Staff will be submitting monthly reports to ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee. The purpose of these reports is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website.

February 2011 Update:

This report focuses on the month of February 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A. The three year schedule is being updated and is not included with this report. Highlights include MTC Call for Project Guidance, Letter from Alameda County Planning Directors to MTC and ABAG, Update on SCS presentations to Councils, and Upcoming Meetings on Countywide and Regional Planning Efforts, as described below:

1) RTP/SCS Preliminary Proposals for Work Elements

MTC released preliminary proposals and guidance for the following work elements of the RTP/SCS: 25-year financial forecast assumptions, preliminary draft committed funds and projects policy (covered under agenda item 7C), draft guidance for the call for projects (covered under agenda item 7B), draft projects performance assessment approach, and transit capital, local streets and roads maintenance needs, and transit operation needs approach. The supporting documentation can be found at <http://apps.mtc.ca.gov/events/agendaView.akt?p=1603>. This guidance will be incorporated into the CWTP-TEP planning process as shown in Attachment A. The Call for Projects is anticipated to occur March 1 through April 29, 2011. The CWTP-TEP projects definition will occur in two steps: one call for the CWTP (consistent with the RTP call) and a second more detailed screening for the TEP (all projects taken from the CWTP). Alameda CTC will coordinate the Call for Projects for the CWTP-TEP with the MTC's Call for Projects for the RTP/SCS and anticipates using the RTP project application for the first step of the CWTP process.

2) Letter from Alameda County Planning Directors to ABAG and MTC

The Alameda County Planning Directors submitted the attached letter to ABAG and MTC (Attachment B) regarding the SCS Initial Vision Scenario process. While indicated their underlying support for the process, they made three recommendations:

- a) ABAG/MTC specifically request City and County elected leaders to authorize staff to participate in developing alternative plans for PDAs to be used in the Vision Scenario that may go beyond existing local policies and plans;
- b) ABAG/MTC should begin now to identify the resources that may be available to implement the SCS and provide incentives to jurisdictions willing to accept higher levels of growth;
- c) ABAG/MTC should use the SCS EIR as an opportunity to harmonize regional policies, guidelines and regulations so that infill development is easier to accomplish.

3) Update on SCS Presentations to City Councils and Boards of Directors on Initial Vision Scenario

Jurisdiction	Date to Council/Board	Type of item	Completed?
Alameda County	February 8		Yes
Alameda	February 1		Yes
Albany	January 18	Presentation	Yes
Berkeley	January 25	Information to Council	
	January 19	Presentation to Planning Commission	Yes
Dublin	January 25	Information to Council	Yes
	January 29	District 1 Workshop	
Emeryville	January 18	Working Session	Yes
Fremont	January 29	District 1 Workshop	Yes
Hayward	January 18	Working Session	Yes

Jurisdiction	Date to Council/Board	Type of item	Completed?
Livermore	February 28	Information to Council	
	January 29	District 1 Workshop	Yes
Newark	February 24		
Oakland	February 15	Presentation to Council	Yes
	February 2	Presentation to Planning Commission	Yes
Piedmont	February 7		Yes
Pleasanton	February 1 (tentative)		
	January 29	District 1 Workshop	Yes
San Leandro	February 22	Working Session	
Union City	January 25	Presentation	Yes
AC Transit	No presentation scheduled at this time		
BART	January 27		Yes

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	February 24, 2011 March 24, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	March 10, 2011 April 14, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	March 3, 2011 April 7, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	March 1, 2011 April 5, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	No additional meetings scheduled
SCS/RTP Equity Ad Hoc Committee	Location: MetroCenter, Oakland	March 9, 2011 April 13, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	February 24, 2011
CWTP-TEP Public Workshops	Tentative Schedule	February 24, 2011 (Oakland) February 28, 2011 (Fremont) March 9, 2011 (Hayward)

Committee	Regular Meeting Date and Time	Next Meeting
		March 16, 2011 (San Leandro) March 24, 2011 (Dublin)

Fiscal Impacts: None.

Attachments:

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities

Attachment B: Letter from Alameda County Planning Directors to ABAG/MTC regarding SCS Process

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities (February through April)

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules are being updated and will be presented at the next meeting. Major milestone dates are presented at the end of this memo. In the February to April time period, the CWTP-TEP Committees will be focusing on:

- Finalizing the Briefing Book, available on the Alameda CTC's website, that is intended to be an information and reference document and a point of departure for the discussion on transportation needs;
- Identifying performance measures and a methodology for prioritizing transportation improvements in the CWTP;
- Coordinating with ABAG and local jurisdictions on defining the Vision Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Identifying transportation needs and issues including review of a series of white papers identifying best practices and strategies;
- Developing a Call for Projects and Committed Project Policy that is consistent and concurrent with MTC's call for projects and guidance and identifying supplemental information needed for Transportation Expenditure Plan projects and programs;
- Developing costing guidelines;
- Developing financial projections;
- Identifying transportation investment packages for evaluation;
- Conducting polling and reviewing polling results for an initial read on voter perceptions;
- Conducting public outreach

Regional Planning Efforts

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

In the three month period for which this report covers, MTC and ABAG are focusing on developing an Initial SCS Vision Scenario (scheduled for release March 11, 2011), getting the word out to City Councils and Boards of Directors on what the SCS is (January and February), beginning the RHNA process, developing financial projections and a committed transportation funding policy, developing a call for projects, and completing the work on targets and indicators for assessing performance of the projects.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees: on-going performance targets and indicators and the equity sub-committee which is being formed by MTC;

These activities will feed into our discussion on revenue and financial projections and availability and the discussion of transportation investment both new and existing that will begin around the early spring timeframe.

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: January/February 2011 (see above)

Initial Vision Scenario Released: March 11, 2011

Detailed SCS Scenarios Released: July 2011

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

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

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

RTP

Develop Financial Forecasts and Committed Funding Policy: February/March 2011

Call for RTP Transportation Projects: March 1 through April 30, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May 2011

Call for Projects: Concurrent with MTC

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

5W

Alameda County Planning and Community Development Directors

January 18, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Ezra Rapport, Executive Director
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

RE: Sustainable Communities Strategy Process

Dear Mr. Rapport and Mr. Heminger:

The Alameda County Planning Directors met on December 17, 2010 to discuss the SB 375 process to date and respond to some of the questions and issues raised by that process. In this letter, we'd like to highlight some of the constraints we believe local governments face as we look forward to developing the Sustainable Communities Strategy (SCS), and then to implementing the underlying goals of the SCS related to encouraging more intensive development in transit-served locations. The following summarizes some of our discussion.

Before highlighting some of our concerns, we'd like to acknowledge the importance of this effort for the region. Preparation of the SCS begins the process of establishing a long-term guide for this region's growth in a manner that preserves the qualities of this region that make it great: a vibrant economy, a diverse population, a beautiful and productive environment. We appreciate ABAG/MTC's outreach to Planning Directors, and look forward both individually and as a group to working with ABAG/MTC in developing the SCS. Our comments and concerns below should be seen in the context of our underlying support for the effort.

Vision Scenario

SB 375 requires that we plan to accommodate all of the region's need for housing within the nine-county Bay Area. This is a change in past practice when we were able to assume in our projections for housing needs that we could export a significant proportion of expected housing need to counties outside the nine-county Bay Area. We know from past modeling efforts that if this region is to come close to achieving the expected reductions in GHG generation and accommodate all of its projected housing

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BY:...

need, that the vast majority of future growth must occur in transit-served locations and in locations near job centers. However, according to ABAG, the locations identified for transit-oriented growth (the Planned Development Areas or PDA's) can accommodate less than 50 percent of the projected growth.

A "vision scenario" is expected to be the beginning point for thinking about how the region can achieve the SB 375 targets. The Vision Scenario is supposed to be an "unconstrained" projection of how growth can best be accommodated in the most sustainable manner over the next 25 years. While an "unconstrained scenario" may be a useful way of examining a "what if" option for achieving maximum reduction in GHG, we do not believe the information is available for preparing such an "unconstrained scenario" at the local level. Few local government plans project land use for 25 years, and to the degree that we have identified development potential for Priority Development Areas, they are usually not "build-out" scenarios for a 25 year time frame.

While it is possible that PDA's could accommodate more growth than local governments have indicated to date in our PDA descriptions, we cannot say with any confidence what that additional increment may be. Moreover, we do not have direction from our local policy makers to identify such a capacity, or for us to consider unconstrained "what if" vision scenarios that might increase the capacity of our PDA's. We as Planning Directors work at the direction of our elected leaders through their appointed City Managers and Administrators. In order for us to more fully assist ABAG/MTC in developing the vision scenario, we request that ABAG/MTC ask our local elected bodies to give us direction to do so. Even with such direction, the resources may not be available to undertake the necessary analysis for every community and every PDA. However, working together it may be possible to identify locations in the region with the most potential for growth, and undertake some limited focused analysis of some PDA's that could yield case studies useful for regional modeling purposes.

Resources to Implement a Sustainable Communities Strategy

We appreciate that preparing the SCS is a highly challenging undertaking. The specific goals of SB 375 focus primarily on GHG reduction and how to harmonize existing State mandates for affordable housing with the GHG goal. We also know that a GHG reduction strategy means focusing development within existing urbanized areas of the region. To implement that strategy means addressing community concerns with growth and infill development. In the highly resource-constrained environment of the past many years, it is unclear whether the SCS and the RTP that will support it presents a new paradigm for regional development where significant resources will flow to those communities willing to accept growth. Although there has been some movement in that direction through grant programs, the level of resources available has been very limited and the funding unreliable.

To be successful, the SCS must demonstrate how those communities willing to accept growth will benefit from it, rather than suffer the perceived (and often real) negative impacts from it. In this environment, there is a concern that if a community shows it can

accommodate more growth, it will then be forced to accept it and its impacts without any assurance that the resources needed to serve that new development and improve the quality of life for nearby residents will be forthcoming. Since it often seems as if the vast majority of semi-discretionary resources in this region are transportation-based, if the SCS is going to be successful, we recommend that MTC/ABAG begin now to identify now how the next RTP will address this underlying resource allocation concern.

Harmonizing Regional Policies

Over the past few years, each of the regional agencies, following its own mandate, has established policies and regulations in regard to development that can have significant impacts on the costs of infill development. For example, most recently, the Bay Area Air Quality Management District has adopted preliminary CEQA Guidelines for GHG, PM 2.5 and toxic contaminants; the Regional Water Quality Control Board has previously adopted standards on impervious surfaces and non-point source pollutants; BCDRC is considering new policies in regard to potential inundation due to global warming; and the RTP establishes, through its guidelines how and where funding will be available for transportation improvements. Taken in isolation, each agency promotes critical governmental objectives; but in totality, they contribute to increasing complexity and uncertainty for the development type we say we are interested in promoting: higher density infill. It is often easier and less expensive to address these regulations as part of designing a project on a greenfield site than to retrofit an infill site to meet new standards and address existing infrastructure or transportation deficiencies. These regional regulations can have the unintended consequence of further impeding infill development that already faces numerous hurdles not faced by a greenfield project: nearby unhappy neighbors, highly uncertain site conditions, and unique design requirements, to mention just a few.

SB 375 provides an opportunity for the region to harmonize and standardize its requirements and to identify regional strategies that in combination can encourage infill development. Revised standards that, for example, recognize that automobile congestion is not necessarily a significant environmental affect in itself in an urbanized region; Air Quality Guidelines that recognize that an infill project near transit – no matter how large or dense – has significant regional benefits that outweigh project-based GHG impacts; standardized mitigations for localized air quality impacts; standardized mitigations for water quality that allow projects to make use of existing CEQA exceptions. The SCS EIR, and the analysis leading up to it are an unprecedented opportunity to consider how regional policies and mitigations can be harmonized and restructured to help even the playing field for infill development. We urge that as the regional agencies gear up for the SCS EIR, that they commit sufficient resources to undertake the larger effort needed to work together to consider how they can make it easier – not harder – for infill development to occur.

Other Concerns

As the Alameda County Planning Directors discussed SB 375 and where the region must go to address it and other state requirements, a number of other issues were discussed that most planners recognize are impediments to the development patterns we wish to encourage, but that remain unaddressed year after year. Among them are:

- Fiscalization of land use. So long as there are significant fiscal benefits from commercial/retail development, and significant long-term costs associated with residential development (and especially rental housing buildings that generally sell and are reassessed less often than single family homes), the promotion of appropriate development patterns will continue to face an uphill fiscal battle.
- CEQA. While, as described above, regional agencies can begin to address some CEQA issues, and especially those related to regional policies and cumulative impacts, there are other fundamental issues with existing exemptions for infill development that make them ineffective. CEQA reform is needed to preserve the underlying goals of CEQA while encouraging infill development.
- Transit availability. The SCS and the PDA's that will be the foundation of the SCS necessarily must rely on transit "nodes" as the basis for meeting housing needs. In order for developers and communities to invest in those locations, there is a need for certainty that the transit will be there for the long term, and that the service will be adequate to address the demands placed on it. Meanwhile, over the past few years that certainty has been undermined by cutbacks on funding for transit. Investments in existing and future transit improvements need to get the very biggest land-use bang for the bucks spent on it. MTC's station area planning guidelines are a good step, but the assessments of all future transit improvements need to be considered in light of implementing the land uses of the Sustainable Communities Strategy and especially the very high intensity land uses that will ultimately be needed to address regional housing needs in a sustainable manner.

None of these are new issues, and there are many others that could have been added had we had more time for discussion. We set them out here not because we expect the SCS to address them (some of these can only be addressed by the legislature), but because we believe that the SCS must recognize these obstacles and begin to set forth strategies that can ultimately address them for a successful SCS.

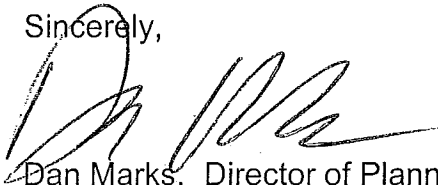
In conclusion, we recommend:

- ABAG/MTC specifically request City and County elected leaders to authorize staff to participate in developing alternative plans for PDA's to be used in the Vision Scenario that may go beyond existing local policies and plans;
- ABAG/MTC begin now to identify the resources that may be available to implement the SCS and provide incentives to jurisdictions willing to accept higher levels of growth;

- ABAG/MTC use the SCS EIR as an opportunity to harmonize regional policies, guidelines and regulations so that infill development is easier to accomplish.

The current SCS is the first of what is intended to be many SCSs. We do not expect this first SCS to suddenly and completely reverse a set of policies, incentives and programs that contributed to (and continue to support) a sprawling land use pattern that developed over 50 years. However, if we are to reverse that pattern and establish a new development pattern, we must consciously recognize and remove the impediments to infill development, and then reverse the fiscal and other financial incentives for sprawl. We look forward to working with ABAG/MTC in the process of accomplishing this goal.

Sincerely,



Dan Marks, Director of Planning and Development, City of Berkeley*
on behalf of the following Alameda County Planning and Community Development
Directors* who have endorsed this letter

Albert Lopez, Alameda County
Jennifer Ott, Alameda
Jeff Bond, Albany
Jeri Ram, Dublin
Charles Bryant, Emeryville
Jeff Schwob, Fremont
David Rizk, Hayward
Marc Roberts, Livermore
Terrence Grindall, Newark
Eric Angstadt, Oakland
Kate Black, Piedmont
Brian Dolan, Pleasanton
Luke Sims, San Leandro
Joan Malloy, Union City

*Each individual indicated above has endorsed the contents of this letter as a professional planner; titles and jurisdictions are for identification purposes only and do not imply that the City Council or Board of Supervisors has reviewed or endorsed this letter.

Cc: Beth Walukas, Manager of Planning, Alameda County Transportation
Commission
1333 Broadway, Suite 220, Oakland, CA 94612

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February 14, 2011

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Alameda County

Adrienne J. Tissier, Vice Chair
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Cities of Alameda County

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Santa Clara County

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Napa County and Cities

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San Francisco Bay Conservation
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Jake Mackenzie
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City and County of San Francisco

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

RE: Regional Transportation Plan/Sustainable Communities Strategy – Call for Projects

To: Caltrans, Congestion Management Agencies, and Multi-County Transit Operators

The Metropolitan Transportation Commission (MTC) is issuing an open “call for projects” for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). MTC requests the assistance of each of the nine Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Caltrans and multi-county transit operators may submit directly to MTC, but coordination with the CMAs are encouraged. Attached is the Call for Projects Guidance that lays out required elements to be carried out in the local call for projects.

Project submittals are due to MTC on April 29, 2011. Projects/programs will undergo a project-level performance evaluation, which MTC will initiate starting in May 2011. MTC requests all partner agencies to adhere to this deadline. The results of the project performance assessment will inform the upcoming detailed alternatives analysis and investment trade-off discussions, ultimately leading to a preferred RTP/SCS early next year with adoption occurring a year later. As such, there will be ongoing opportunities for these discussions to occur.

The SCS legislation requires closer integration between land use and transportation planning. With this in mind, MTC and ABAG have adopted goals that direct local agencies to consider how their projects support SCS principals as promulgated by SB 375.

MTC is developing a web-based application form for sponsors to fill out and submit their projects. Sponsors will be able to (a) remove projects in the current plan (Transportation 2035) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the RTP/SCS, and (c) add new projects. The web-based project application will be available

on March 1, 2011. At that time, MTC will provide instructions to CMAs on how to access and use the web-based form. Upon request, MTC staff will also provide a brief tutorial to the CMAs and its technical advisory committee.

MTC looks forward to receiving your project submittals. If you have any questions about the submittal process, please contact Grace Cho of my staff at (510) 817-5826 or gcho@mtc.ca.gov.

Sincerely,



Ann Flemer
Deputy Executive Director, Policy

AF: GC

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Attachments:

- Attachment A: Call for Projects Guidance
- Attachment A.1: Goals and Performance Targets
- Attachment A.2: Programmatic Categories
- Attachment A.3: MTC's Draft Transportation Project Performance Assessment Methodology
- Attachment A.4: MTC Policy Advisory Council Members

Attachment A

Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) to help with the Call for Projects within their counties. CMAs are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their counties. MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Project sponsors with projects vying for future state or federal funding must have their project identified in the financially constrained RTP/SCS. CMAs will be the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 SCS/RTP. Sponsors of multi-county projects (i.e. Caltrans, BART, Caltrain, etc.) may submit directly to MTC, but communication and coordination with CMAs is encouraged. Members of the public are eligible to submit projects, but must secure a public agency sponsor and coordinate the project submittal with their CMA.

CMAs will assist MTC with the Call for Projects by carrying out the following activities:

1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.*** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected, at a minimum, to:
 - Execute effective and meaningful local engagement efforts during the Call for Projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process. In addition to the CMAs' citizen advisors, MTC's Policy Advisory Council members are a good resource to the CMAs to help plan community outreach events, engage members of the public, and identify candidate projects. Please see **Attachment A.4** for a list of MTC's Policy Advisory Council members.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
 - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
 - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;

- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs, as well as multi-county transit operators and Caltrans, are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
 - A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
 - A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA. Conversely, rationale must be provided if comments or projects from the public were not able to be accommodated in the list of candidate projects and a description of how the CMA, in future project nomination processes, plans to address the comments or projects suggested by the public.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, Caltrans, and stakeholders and coordinate with them on the online project application form by assigning passwords, fielding questions about the project application form, reviewing and verifying project information, and submitting projects as ready for review by MTC
 - Working with members of the public interested in advancing a project idea to find a public agency project sponsor, and assisting them with submitting the project to MTC;
 - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
 - Developing transit improvements in coordination with MTC and transit agency staff.

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in submitting projects;
 - Remove barriers for persons with limited English proficiency to have access to the project submittal process;
 - For additional Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm

4. County Target Budgets

- ***Ensure that the County project list fits within the target budget defined by MTC for the county.***
 - To establish the county target budgets, MTC used the discretionary funding amount (\$32 billion) from the Transportation 2035 Plan and assigned counties a target budget based on a population share formula with an additional 75% mark up. County target budgets can be seen below. This formula approach is consistent with the formula used in Transportation 2035 Plan.
 - County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.
 - County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

County Target Budgets (in billions)

Alameda: \$11.76

Contra Costa: \$7.84

Marin: \$2.24

Napa: \$1.12

San Francisco: \$6.16

San Mateo: \$5.60

Santa Clara: \$14.0

Solano: \$3.36

Sonoma: \$3.92

5. Cost Estimation Review

- ***Establish guidelines for estimating project costs.*** CMAs are to establish cost estimation guidelines for use by project sponsors. The guidelines may be developed by the CMAs or CMAs can elect to use other accepted guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
 - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf)
 - State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates (http://www.dot.ca.gov/hq/opdpd/pdpm/chap_pdf/chapt20.pdf)
 - Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide (http://ccta.net/assets/documents/Cost_Est_Guide_Documentation.pdf)
- ***Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.***

6. General Project Criteria

- ***Identify whether projects meet basic project parameters as outlined by MTC.*** CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below, keeping in consideration that projects should support SCS principals promulgated by SB 375:
 - Supports the goals and performance targets of the RTP/SCS (see **Attachment A.1**).
 - Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region,

- major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves).
- Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas.
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).
- ***Assess how well the project meets basic criteria***
Project sponsors are welcome to use MTC's qualitative/quantitative approach or some hybrid thereof to develop and evaluate project priorities (See **Attachment A.3**). Sponsors may include qualitative discussion and/or quantitative data to demonstrate how proposed projects meet the RTP/SCS goals and targets, the magnitude of project impacts and cost effectiveness. MTC will provide a function in the on-line application for this information and may use it to inform the Goals Assessment portion of MTC's evaluation.

7. Programmatic Categories

- CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network, into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. These individual projects may address a concern of the community (e.g., improved pedestrian ways to transit, curb bulb-outs to calm traffic, etc.), but do not have to be individually specified for the purposes of air quality conformity. See **Attachment A.2** for guidance on the programmatic categories.

Timeline

Task	Date
Issue Call for Projects Letter to CMAs, Caltrans, and Multi-County Transit Operators	February 10, 2011
Open Online Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios	May – July 2011

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Attachment A.1

RTP/SCS Goals and Performance Targets

Goal	Performance Target (from 2005 levels unless noted)
<p><u>Climate Protection</u> Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.</p>	<p>Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%</p>
<p><u>Adequate Housing</u> A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.</p>	<p>House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident</p>
<p><u>Healthy & Safe Communities</u> Promoting healthy and safe communities includes improving air quality, reducing collisions and encouraging more bicycle and pedestrian travel. While policy choices by regional agencies can help influence land-use decisions and the operation and design of transportation infrastructure, local governments have the biggest role to play. Cities' and counties' land-use authority directly shapes the development patterns that guide individuals' travel choices.</p>	<ul style="list-style-type: none"> ○ Reduce premature deaths from exposure to particular emissions: <ul style="list-style-type: none"> ● Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% ● Reduce coarse particulate emissions (PM10) by 30% ● Achieve greater reductions in highly impacted areas Associated Indicators <ul style="list-style-type: none"> ● Incidence of asthma attributable to particulate emissions ● Diesel particulate emissions ○ Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) ○ Increase the average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per person per day)
<p><u>Open Space & Agricultural Preservation</u> Limiting urban sprawl will help preserve productive agricultural lands and prime natural habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region</p>	<p>Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)</p> <ul style="list-style-type: none"> ● Scenarios will be compared to 2010 urban footprint

Goal	Performance Target (from 2005 levels unless noted) for analytical purposes only
<p>should focus growth in existing urban areas rather than pursue additional development in outlying areas.</p>	
<p><u>Equitable Access</u> A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.</p>	<p>Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing</p>
<p><u>Economic Vitality</u> A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.</p>	<p>Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)</p>
<p><u>Transportation System Effectiveness</u> Maximizing the efficiency of the transportation system requires preserving existing assets in a state of good repair as well as leveraging assets that are not fully utilized and making targeted, cost-effective improvements. Continued maintenance is necessary to protect safety, minimize vehicle damage, support infill development in existing urban areas and promote economic growth regionwide.</p>	<ul style="list-style-type: none"> o Decrease average per-trip travel time by 10% for non-auto modes o Decrease automobile vehicle miles traveled per capita by 10% o Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life
<p><u>Infrastructure Security</u> The potential for damage from natural or manmade disasters is a threat to the security of Bay Area infrastructure. To preserve the region's economic vitality and quality of life, Bay Area government officials — in cooperation with federal and state agencies — must work to prevent damage to infrastructure systems and to minimize the potential impacts of any future disasters. Funding priorities must reflect the need to ensure infrastructure security and to avoid any preventable loss of life.</p>	

Attachment A.2 Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
3. **Bicycle/Pedestrian Facilities Rehabilitation**
4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
6. **Transit Management Systems** (TransLink[®], Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)

Attachment A.3 – MTC’s Draft Transportation Project Performance Assessment Methodology

	Transportation 2035	SCS/RTP Approach – Initial Thoughts
Goals Assessment (largely qualitative)	<ul style="list-style-type: none"> All projects (700+) assessed, grouped into 13 project type How well projects address each goal/number of goals addressed Conducted by panel of MTC staff and stakeholders 	<ul style="list-style-type: none"> Same as for Transportation 2035 – but reflecting new goals/targets and with added emphasis on: <ul style="list-style-type: none"> support for focused growth statutory goals to reduce carbon dioxide and accommodate future housing demand For larger projects, use quantitative information where available, such as projected CO2 and particulate emissions reduction
Benefit-Cost Assessment (quantitative)	<ul style="list-style-type: none"> 60 large-scale uncommitted projects as well as uncommitted regional programs MTC model analysis <ol style="list-style-type: none"> B/C ratio in 2035 including <ul style="list-style-type: none"> Delay CO2 PM10 and PM2.5 Injuries & fatalities Direct user costs (vehicle operating/ownership) Cost savings for on-time maintenance Cost per reduction on CO2 Cost per reduction in VMT Cost per low-income household served by new transit <p>Goals not reflected in B/C are captured through the qualitative assessment</p>	<ul style="list-style-type: none"> Same types of projects but potentially more (perhaps 100) - subject to final policy on committed projects MTC model analysis <ol style="list-style-type: none"> B/C ratio - over 25 yrs instead of horizon year (if time allows) <ul style="list-style-type: none"> Travel time (see notes below) CO2 PM10 and PM2.5 Health costs associated with changes in active transportation levels Injuries & fatalities Direct user costs (vehicle operating/ownership) Cost savings for on-time maintenance <p>Goals not reflected in B/C are captured through the goals assessment in a qualitative fashion</p>
Synthesis & Use of Information	<ul style="list-style-type: none"> Bubble chart mapping B/C and number of goals addressed Sponsors “justify” projects with low-B/C before inclusion in the draft plan 	<ul style="list-style-type: none"> Bubble chart mapping B/C and number of goals addressed Sponsors must “justify” projects with <ol style="list-style-type: none"> low B/C or meeting few goals increase in CO2 emissions that do not support draft land use
Considerations	<ul style="list-style-type: none"> Four quantitative measures was information overload for the decision makers; prefer to have a single quantitative result 	<ul style="list-style-type: none"> Consider approaches to address to concern that current B/C model is dominated by travel time <ul style="list-style-type: none"> Sensitivity tests of impact of travel time on relative ratings of projects Review emerging practices for travel time valuation (e.g., discounting small time savings, different values of time based on trip purpose, value of reliability) Assess significance of B/C results for each project

Attachment A.4
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Memorandum

TO: Partnership Board

DATE: February 16, 2011

FR: Ashley Nguyen

W. I.

RE: Preliminary Draft Committed Funds and Projects Policy for Regional Transportation Plan/Sustainable Communities Strategy

Purpose & Background

For the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), MTC staff is proposing to update the Policy on prior commitments approved by the MTC Planning Committee for the Transportation 2035 Plan.

The determination of which projects and funding sources are deemed "committed" affects the amount of transportation revenues that will be subject to discretionary action by the Commission.

The Policy to be developed for the RTP/SCS will:

1. Determine which projects proposed for inclusion in the RTP/SCS are not subject to discretionary action by the Commission because the project is fully funded and is too far along in the project development process to consider withdrawing support. While local funds for a project will remain with that project, a fully locally funded project that is not far along in the project development process may be subject to project performance assessment by the Commission.
2. Determine which fund sources are subject to discretionary action by the Commission for priority projects and programs.

Determining prior commitments for projects and fund sources is a necessary first step in the discussion of how to spend the revenues projected to be available to the region over the 25-year life of the RTP/SCS. This determination includes the following three steps: (1) prepare the 25-year revenue assumptions and forecasts, (2) determine what funds and what projects are committed and will be included in the RTP/SCS without further evaluation, and (3) determine the revenue balance that is subject to MTC discretion by subtracting those committed funds and committed projects from the projected revenues.

Preliminary Proposal

MTC staff has prepared a preliminary Draft Policy on prior commitments (see **Attachment A**) for discussion and input from the Bay Area Partnership, SCS Regional Advisory Working Group, MTC Policy Advisory Council, and stakeholders. The key issues addressed in the draft policy are outlined below.

Threshold Criteria for Determining Committed Funds or Projects

As summarized in Table 1, staff proposes a more limited set of criteria for what is considered committed and to define a smaller subset of funds and projects as committed than in past plans, thus “opening up” more funds for discretionary action.

**Table 1: Comparison of Prior Commitment Criteria
Transportation 2035 Plan versus Proposed RTP/SCS**

T2035 Criteria	Proposed Criteria for RTP/SCS
Committed Funding Sources	
<i>Locally generated or locally subvented funds are committed.</i>	No change
<i>Transportation funds for operations and maintenance as programmed in the current Transportation Improvement Program, specified by law, or defined by MTC policy are committed.</i>	See Attachment A , Table 3 for a list of committed and discretionary fund sources
Committed Projects	
<i>Committed projects are not subject to a project performance assessment.</i>	
<i>Projects or project elements fully funded in the current TIP are committed, except Cycle 1 Regional Program funding commitments</i>	Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011 Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor (TCIP) projects with full funding and approved baseline agreements as of February 2011.
<i>Resolution 3434</i>	Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award, by May 1, 2011
<i>Ongoing regional operations programs are committed</i>	A regional program has an existing executed contract through the contract period only

1. Definition of “Committed” vs. “Discretionary” Funding. Are there any proposed changes to these designations since Transportation 2035?

As proposed in this draft policy, a “committed fund” is a fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency. For committed funds, MTC has no discretion on where these funds go or how they are spent. For discretionary funds, the Commission has either complete discretion on how and where funds are spent, or can develop policies/conditions on the expenditure of funds.

The preliminary proposed designations for committed and discretionary funding are included in **Attachment A, Table 3**. Staff is proposing to define more funding sources as “discretionary” funds compared to Transportation 2035. For example, while some funds have historically been committed to certain purposes, the Commission may exercise its authority to condition these funds on adherence to regional policies to be developed in RTP/SCS process. In addition, as discussed in the Financial Forecast Assumption memo, there are new sources of discretionary funding that are proposed for the RTP/SCS.

Definition of “Committed Projects”

Staff proposes to require a project to be advanced in project development (e.g., as indicated by utility relocation or subsequent construction activities, or vehicle award) in order to be designated as committed. Staff proposes to make an exception for Proposition 1B CMIA and TCIF projects as these projects underwent a performance assessment at the regional and state level prior to selection. Further, the funding tied to these projects are primarily committed, roughly 90%, so no funding could be redirected to other regional priorities. These projects have to be constructed by December 31, 2012. **Attachment B** provides a list of committed projects from the Transportation 2035 Plan.

2. Projects Identified as Exempt By Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

MTC staff proposes that a project that meets these criteria may still be subject to performance assessment for inclusion in the RTP/SCS and be subject to Commission discretion based on financial constraint, policy or other considerations. This view is consistent with the California Transportation Commission’s guidance in the approved *2010 Regional Transportation Plan Guidelines*.

Schedule

Staff presents Preliminary Draft Committed Funds and Projects Policy to various committees for input.	PTAC: January 31, 2011 RAWG: February 1, 2011 Policy Advisory Council: February 9, 2011 Partnership Board: February 16, 2011
Draft Committed Funds and Projects Policy is reviewed by MTC Planning and ABAG Administrative Committees	March 11, 2011
Proposed Final Committed Policy is reviewed and approved by MTC Planning and ABAG Administrative Committees	April 8, 2011

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Attachment A
Draft Committed Policy for the
Regional Transportation Plan/Sustainable Communities Strategy

1. Prior Commitment Criteria – Project

The following criteria are proposed to determine Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prior commitments. Projects that do not meet these criteria will be subject to the project performance assessment. **Attachment B** provides a list of committed projects from the Transportation 2035 Plan.

- A transportation project/program that meets any one of the following criteria would be deemed “committed”:
1. Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011. Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor (TCIP) projects with full funding and approved baseline agreements as of February 2011.
 2. Resolution 3434 Program – Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award, by May 1, 2011.
 3. Regional Programs – Regional programs with executed contracts (see **Table 2a and 2b**) through contract period only

Table 1: Resolution 3434 Program

Committed	Not Committed
BART/Oakland Airport Connector	AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit
Eastern Contra Costa BART (eBART)	AC Transit Enhanced Bus: Grand MacArthur Corridor
BART to Warm Springs	Caltrain Electrification
BART to Berryessa Station	Caltrain Express Phase 2
Transbay Transit Center Phase 1	Capitol Corridor Phase 2 Enhancements
Capitol Corridor Expansion (parts)	ACE Service Expansion
Expanded ferry service to South San Francisco	Sonoma-Marin Rail Corridor
Muni Third Street Light-Rail: New Central Subway	Dumbarton Rail
Sonoma Marin Rail Initial Operating Segment	Downtown to East Valley: Light Rail and Bus Rapid Transit Phases 1 and 2
	Expanded ferry service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and other improvements
	Transbay Transit Center Phase 2 – Caltrain DTX
	BART: Berryessa to San Jose/Santa Clara
	SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit
	Tri-Valley Transit Access Improvements to/from BART

Table 2a: Ongoing Regional Operations Program

Committed Project	Uncommitted Project
Clipper contract executed to FY 2018-19	Clipper FY 2019-20 and beyond
511 contract executed to FY 2018-19	511 FY 2019-20 and beyond
Freeway Service Patrol/Call Boxes funded with SAFE funds	FSP Funded with STP funding
Transit Connectivity (up to \$10 million)	Any remaining program needs beyond \$10 million commitment

Table 2b: Regional Programs

Committed Programs – 1st and 2nd Cycle of New Act Funding through FY 2015
Local Road Maintenance
Regional Bicycle Program
Lifeline Program
Climate Initiatives Program
Transit Rehabilitation (currently funded in TIP)
Transportation for Livable Communities (TLC)
CMA/Regional Agency Planning Funds
Freeway Performance Initiative (FPI)

2. Prior Commitment – Funding Sources

Funding for the RTP/SCS comes from a number of sources. Each funding source has specific purposes and restrictions. The federal, state, regional and local funds included in the draft RTP/SCS revenue forecasts as either committed or discretionary funds are defined below and listed in Table 3.

- Committed funding is directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- Discretionary funding is defined as:
 - Subject to MTC programming decisions.
 - Subject to compliance with Commission allocation conditions.

The following criteria are proposed to determine RTP/SCS prior commitments:

- A transportation fund that meets any one of the following criteria would be deemed “committed”:
 1. Locally generated and locally subvented funds stipulated by statute
 2. Fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency

Table 3: Committed versus Discretionary Funds

Committed Funds	Discretionary Funds
Federal	
FTA New Starts Program	FTA Section 5307, Urbanized Area Formula (Capital)
FHWA Bridge/Safety Program, Highway Bridge Rehabilitation (HBR)	FTA Section 5309 Fixed Guideway Program
FTA Bus & Bike Facilities Program	FHWA Surface Transportation Program (STP)
FTA Section 5310 Elderly & Disabled	FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) Program
FTA Small Starts	FTA Section 5316 Job Access and Reverse Commute (JARC)
FTA Ferry Boat Discretionary	FTA Section 5317 New Freedom
American Recovery and Reinvestment Act (ARRA) High-Speed Rail Program	FTA Section 5311 Non-Urbanized Area Formula
State	
State Highway Operations and Protection Program (SHOPP)	State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares
Traffic Congestion Relief Program (TCRP)	STIP: Interregional Road/Intercity Rail (ITIP)
State Transit Assistance (STA) Revenue Based	STIP: Transportation Enhancements (TE)
Gas Tax Subvention	STA Population Based – PUC 99313
Proposition 1B	
Proposition 1A (High-Speed Rail)	
Regional	
AB 1107 ½ cent sales tax in three BART counties (75% BART Share)	AB 1107 ½ cent sales tax in three BART counties (only includes 25% share that MTC administers as discretionary)
BATA Base Toll Revenues and Seismic Retrofit Funds	AB 664
Regional Measure 2 (RM2)	2% Toll Revenues
Service Authority for Freeway and Expressways (SAFE)	5% State General Funds
	RM1 Rail Extension Reserve
	AB 1171
	Regional Express Lane Network Revenues
	Bridge Toll Increase
Local	
Existing locally adopted transportation sales tax	Transportation Development Act (TDA)
Local Funding for Streets and Roads	Regional funds identified as match to sales tax-funded local projects
Transit Fare Revenues	
San Francisco Municipal Transportation Agency (SFMTA) General Fund/Parking Revenue	
Golden Gate Bridge Toll	
BART Seismic Bond Revenues	
Property Tax/Parcel Taxes	
Vehicle Registration Fees per Senate Bill 83 (Hancock)	
Public Private Partnerships	
Anticipated Funds	
	Anticipated Funds

3. Projects Exempt from Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

A project's status as exempt under these SB 375 provisions does not preclude MTC from evaluating it for inclusion in the RTP/SCS per the project performance assessment process and at Commission discretion based on financial constraint, policy or other considerations.

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Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
21002	Bay Area Region/Multi-County	Implement Freeway Service Patrol, Call Box, and Incident Management Programs (includes incident detection equipment and incident management systems)	\$ 219.9	\$ -	\$ 219.9		
21005	Bay Area Region/Multi-County	Fund and implement TransLink®	\$ 408.0	\$ -	\$ 408.0		
21006	Bay Area Region/Multi-County	Fund and implement Regional Transportation Marketing program	\$ 27.5	\$ -	\$ 27.5		
21008	Bay Area Region/Multi-County	Fund and implement 511 Traveler Information	\$ 453.7	\$ -	\$ 453.7		
21013	Bay Area Region/Multi-County	Rehabilitate state-owned toll bridges in the Bay Area	\$ 309.5	\$ 309.5	\$ -		
21015	Bay Area Region/Multi-County	Fund Toll Bridge Seismic Retrofit Program	\$ 8,685.0	\$ 8,685.0	\$ -		
21320	Bay Area Region/Multi-County	Construct Golden Gate Bridge moveable median barrier	\$ 26.9	\$ 26.9	\$ -		
		Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including the construction of the new Transbay Transit Center Building and rail foundation (Phase 1)					Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program; for Phases 2a and 2b, see Bay Area Region/Multi-County projects #22008 and #230290
21342	Bay Area Region/Multi-County	Implement commuter rail service on the Dumbarton Bridge (environmental, design and right-of-way phases)	\$ 1,589.0	\$ 1,589.0	\$ -		
21618	Bay Area Region/Multi-County		\$ 301.0	\$ 301.0	\$ -		Resolution 3434 Regional Transit Expansion Program; shortfall remains for construction phase
21619	Bay Area Region/Multi-County	Expand Caltrain Express service: design and implement safety elements related to signal communication and positive train control (Phase 2a)	\$ 69.0	\$ 69.0	\$ -		Resolution 3434 Regional Transit Expansion Program; Phase 1 completed in 2004; shortfall remains for Phase 2b implement system-wide level boarding program and terminal improvements
21627	Bay Area Region/Multi-County	Electrify Caltrain from Tamien to San Francisco (includes installation of power substations and other infrastructure)	\$ 626.0	\$ 464.0	\$ 162.0		Resolution 3434 Regional Transit Expansion Program
22001	Bay Area Region/Multi-County	Implement Sonoma Marin Area Rail Transit District (SMART) commuter rail project (includes environmental, engineering, right-of-way, construction, vehicle procurement and operations)	\$ 1,058.0	\$ 1,058.0	\$ -		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22003	Bay Area Region/Multi-County	Capitol Corridor: Phase 2 enhancements (includes grade separations at High Street, Davis Street and Hesperian Street)	\$ 88.7	\$ 88.7	\$ -		Resolution 3434 Regional Transit Expansion Program
22006	Bay Area Region/Multi-County	Improve ferry facilities/equipment including the Downtown Ferry Terminal and procuring additional spare ferry vessels	\$ 192.8	\$ 192.8	\$ -		Resolution 3434 Regional Transit Expansion Program, and Proposition 1B project
		Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including preliminary engineering: environmental; planning, specifications, and estimate (PS&E); and right-of-way phases of downtown extension (Phase 2a)					Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program and 2003 Proposition K sales tax project; for Phases 1 and 2b, see Bay Area Region/Multi-County projects #21342 and #230290
22008	Bay Area Region/Multi-County	Implement Capitol Corridor intercity rail service (includes increased track capacity, rolling stock and frequency improvements)	\$ 292.3	\$ 292.3	\$ -		
22009	Bay Area Region/Multi-County		\$ 108.0	\$ 108.0	\$ -		Resolution 3434 Regional Transit Expansion Program
		Fund Regional Measure 2 Express Bus South improvements (includes park-and-ride lots, HOV access improvements and rolling stock)	\$ 22.0	\$ 22.0	\$ -		Regional Measure 2 Toll Bridge Program
22241	Bay Area Region/Multi-County	Fund Regional Measure 2 studies (Water Emergency Transportation Authority environmental studies, I-680/Pleasant Hill BART Connector Study)	\$ 6.7	\$ 6.7	\$ -		Regional Measure 2 Toll Bridge Program
22243	Bay Area Region/Multi-County	Fund Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)	\$ 31.1	\$ 31.1	\$ -		Regional Measure 2 Toll Bridge Program
22244	Bay Area Region/Multi-County	Fund City CarShare	\$ 4.6	\$ 4.6	\$ -		Regional Measure 2 Toll Bridge Program
22245	Bay Area Region/Multi-County	Fund Safe Routes to Transit	\$ 22.5	\$ 22.5	\$ -		Regional Measure 2 Toll Bridge Program
		Implement BART earthquake safety program	\$ 714.4	\$ 714.4	\$ -		Excludes Phase 1 of transbay tube earthquake safety project which is a separate project, Bay Area Region/Multi-County project #22636
22520	Bay Area Region/Multi-County						
22636	Bay Area Region/Multi-County	Implement BART transbay tube earthquake safety improvements (Phase 1)	\$ 592.6	\$ 592.6	\$ -		Regional Measure 2 Toll Bridge Program

Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
22991	Bay Area Region/Multi-County	Widen I-680 southbound in Santa Clara and Alameda counties from Route 237 to Route 84 including an express lane, ramp metering, auxiliary lanes and pavement rehabilitations	\$ 230.9	\$ 230.9	\$ -		2000 Traffic Congestion Relief Program (TCRP) and 2000 Measure B sales tax project
94152	Bay Area Region/Multi-County	Widen Route 12 (Jamieson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	\$ 145.7	\$ 145.7	\$ -		For Phase 2, see Napa project #230599
94527	Bay Area Region/Multi-County	Livermore Amador Valley Transit Authority (LAVTA) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 783.4	\$ 712.2	\$ -		
94541	Bay Area Region/Multi-County	Reconstruct existing Benicia-Martinez Bridge for southbound traffic	\$ 1,272.5	\$ 1,272.5	\$ -		Regional Measure 1 & 2 Toll Bridge Program
94558	Bay Area Region/Multi-County	Central Contra Costa Transit Authority (CCCTA) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 1,396.8	\$ 1,396.8	\$ -		
94683	Bay Area Region/Multi-County	Vallejo Transit – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 1,560.0	\$ 1,207.6	\$ -		Shortfall remains
98102	Bay Area Region/Multi-County	Reconstruct the South Access to the Golden Gate Bridge: Doyle Drive (environmental study)	\$ 25.6	\$ 25.6	\$ -		2003 Proposition K sales tax project; for design and construction phases, see Bay Area Region/Multi-County project #94089
230221	Bay Area Region/Multi-County	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	\$ 187.8	\$ 187.8	\$ -		
230222	Bay Area Region/Multi-County	Implement San Pablo Avenue SMART Corridors operations and management	\$ 37.6	\$ 37.6	\$ -		
230290	Bay Area Region/Multi-County	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including construction phase (Phase 2b)	\$ 2,047.0	\$ 656.7	\$ -		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program; for phases 1 and 2a, see Bay Area Region/Multi-County projects #21342 and #22008; shortfall remains
230336	Bay Area Region/Multi-County	Implement recommendations from MTC's Transit Connectivity Plan	\$ 32.8	\$ -	\$ 32.8		
230649	Bay Area Region/Multi-County	High-Speed Rail: fund supporting infrastructure for ACE, BART, Caltrain, MUNI and VTA	\$ 408.0	\$ 408.0	\$ -		
230710	Bay Area Region/Multi-County	Funding reserve to implement High-Speed Rail and related corridor improvements	\$ 1,730.0	\$ 1,730.0	\$ -		
230712	Bay Area Region/Multi-County	Install suicide barrier on Golden Gate Bridge	\$ 50.0	\$ 50.0	\$ -		Shortfall remains
21093	Alameda	Upgrade Route 92/Clawitter Road interchange, add ramps and overcrossing for Whitesell Street extension, and signalize ramp intersections	\$ 58.3	\$ 58.3	\$ -		2000 Measure B sales tax project; coordinates with Alameda County project #22106
21101	Alameda	Reconstruct Stargell Avenue from Webster Street to 5th Avenue	\$ 19.0	\$ 19.0	\$ -		
21105	Alameda	Construct interchange at the extension of Isabel Avenue (Route 84) to I-580	\$ 155.9	\$ 155.9	\$ -		Funding includes 2000 Measure B sales tax and Proposition 1B Corridor Mobility Improvement Account
21114	Alameda	Construct grade separations on Washington Boulevard/Paseo Padre Parkway at the Union Pacific railroad tracks and proposed BART extension	\$ 108.6	\$ 108.6	\$ -		Regional Measure 2 Toll Bridge Program
21116	Alameda	Widen I-580 from Foothill Road to Greenville Road in both directions for HOV lanes (includes auxiliary lanes)	\$ 299.3	\$ 299.3	\$ -		Regional Measure 2 Toll Bridge Program; coordinates with Bay Area Region/Multi-County project #22765
21125	Alameda	Extend HOV lane westbound on Route 84 between Newark Avenue undercrossing and west of the I-880 interchange	\$ 11.4	\$ 11.4	\$ -		Regional Measure 2 Toll Bridge Program
21126	Alameda	Construct westbound Route 84 HOV on-ramp at Newark Boulevard	\$ 12.5	\$ 12.5	\$ -		Regional Measure 2 Toll Bridge Program
21131	Alameda	Build a BART Oakland Airport Connector between Coliseum BART station and Oakland International Airport	\$ 459.0	\$ 459.0	\$ -		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program

Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
21132	Alameda	Extend BART from Fremont to Warm Springs	\$ 890.0	\$ 746.0	\$ 144.0		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Bridge Program
21133	Alameda	Construct new West Dublin/Pleasanton BART station along the I-580 median	\$ 80.0	\$ 80.0	\$ -		
21151	Alameda	Construct a new satellite operations and maintenance facility for operations, dispatch, maintenance, fueling, bus wash and parking for LAVTA fixed route services	\$ 7.8	\$ 7.8	\$ -		Funding for subsequent project phases is being pursued
21455	Alameda	Widen I-238 to 6 lanes between I-580 and I-880, including auxiliary lanes on I-880 between I-238 and A Street	\$ 122.6	\$ 122.6	\$ -		2000 Measure B sales tax project
21456	Alameda	Construct auxiliary lanes on I-580 between Santa Rita Road/Tassajara Road and Airway Boulevard	\$ 5.5	\$ 5.5	\$ -		2000 Measure B sales tax project
21460	Alameda	Construct bicycle/pedestrian roadway in existing Alameda County and Southern Pacific right-of-way between the Dublin/Pleasanton BART station and Dougherty Road; construct bus lane on Dougherty Road	\$ 11.4	\$ 11.4	\$ -		2000 Measure B sales tax project
21464	Alameda	Provide paratransit service for AC Transit, BART and non-mandated city programs to coordinate and close paratransit service gaps	\$ 154.6	\$ 154.6	\$ -		2000 Measure B sales tax project
21465	Alameda	Enhance transit throughout the county using transit center development funds	\$ 4.8	\$ 4.8	\$ -		2000 Measure B sales tax project
21466	Alameda	Improve Washington Avenue/Beatrice Street interchange at I-880 through reconstruction and widening of on/off ramps	\$ 2.5	\$ 2.5	\$ -		2000 Measure B sales tax project
21472	Alameda	Improve I-680/Bernal Avenue interchange	\$ 17.0	\$ 17.0	\$ -		
21473	Alameda	Construct a 4-lane arterial connecting Dublin Boulevard and North Canyons Parkway in Livermore	\$ 11.1	\$ 11.1	\$ -		
21482	Alameda	Extend Fremont Boulevard to connect with Dixon Landing Road in Milpitas	\$ 8.9	\$ 8.9	\$ -		
21484	Alameda	Widen Kato Road from Warren Avenue to Milmont Drive and include bicycle lanes	\$ 5.4	\$ 5.4	\$ -		
21489	Alameda	Improve I-580/San Ramon Road/Foothill Road interchange	\$ 2.1	\$ 2.1	\$ -		
22002	Alameda	Extend I-880 northbound HOV lane from Maritime Street to the Bay Bridge toll plaza	\$ 19.0	\$ 19.0	\$ -		Regional Measure 2 Toll Bridge Program
22007	Alameda	Implement bicycle and pedestrian projects/programs in Alameda County	\$ 305.5	\$ 305.5	\$ -		Partially funded by 2000 Measure B sales tax
22013	Alameda	Construct I-580 eastbound truck climbing lane at the Altamont Summit	\$ 64.2	\$ 64.2	\$ -		Proposition 1B Trade Corridor Improvement Fund (TCIF) and State Highway Operations and Protection Program (SHOPP) project
22056	Alameda	Improve Ashby BART station to support Ed Roberts Campus and future transit-oriented development	\$ 43.5	\$ 43.5	\$ -		
22062	Alameda	Construct infrastructure to support future Irvington BART station	\$ 2.6	\$ 2.6	\$ -		
22063	Alameda	Improve Route 238 corridor near Foothill Boulevard/I-580 by removing parking during peak periods and spot widening	\$ 116.0	\$ 116.0	\$ -		
22082	Alameda	Correct grade separation at 7th Street/Union Pacific Railroad entry at Port of Oakland intermodal yards and improve connecting roadways through former Oakland Army Base	\$ 427.0	\$ 427.0	\$ -		Proposition 1B Trade Corridors Improvement Fund (TCIF) project
22087	Alameda	Reconstruct I-880/Oak Street on-ramp	\$ 26.7	\$ 26.7	\$ -		Proposition 1B Trade Corridor Improvement Fund (TCIF) project
22089	Alameda	Improve Martinez Subdivision for freight and passenger rail	\$ 100.0	\$ 100.0	\$ -		
22100	Alameda	Replace overcrossing structure at I-880/Davis Street interchange and add additional travel lanes on Davis Street (includes ramp, intersection and signal improvements)	\$ 24.4	\$ 24.4	\$ -		Coordinates with Alameda County project #22670
22106	Alameda	Construct street extensions in Hayward near Clawiter and Whitesell streets	\$ 26.9	\$ 26.9	\$ -		2000 Measure B sales tax project; coordinates with Alameda County project #21093

Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
22455	Alameda	Implement Bus Rapid Transit service on the Telegraph Avenue/International Boulevard/E. 14th Street corridor	\$ 250.0	\$ 176.0	\$ 74.0		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22509	Alameda	Provide ferry service between Alameda/Oakland and San Francisco and between Harbor Bay and San Francisco	\$ 21.5	\$ 12.0	\$ 9.5		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22511	Alameda	Provide ferry service between Berkeley/Albany and San Francisco	\$ 56.6	\$ 56.6	\$ -		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22670	Alameda	Construct HOV lane for southbound I-880 from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	\$ 119.4	\$ 119.4	\$ -		Partially funded with Proposition 1B Corridor Mobility Improvement Account funds; coordinates with Alameda County project #22100
22760	Alameda	Relocate the Outer Harbor Intermodal Terminal (OHIT) to the former Oakland Army Base (includes rail yard, storage tracks, lead tracks, truck gates and administrative/operations and maintenance buildings)	\$ 220.0	\$ 220.0	\$ -		Proposition 1B Trade Corridors Improvement Fund (TCIF) project
22770	Alameda	Install traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue in Piedmont	\$ 0.3	\$ 0.3	\$ -		
22777	Alameda	Reconstruct on/off-ramps on I-580 in Castro Valley	\$ 34.9	\$ 34.9	\$ -		2000 Measure B sales tax project
22779	Alameda	Reconstruct Route 262/I-880 interchange and widen I-880, including grade separation at Warren Avenue and the Union Pacific Railroad (Phase 2)	\$ 56.0	\$ 56.0	\$ -		For Phase 1, see Alameda County project #94030
22780	Alameda	Implement Bus Rapid Transit on the Grand-MacArthur corridor	\$ 41.0	\$ 11.0	\$ 30.0		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
94012	Alameda	Implement the Union City BART station transit-oriented development project, including construction of pedestrian grade separations under the BART and Union Pacific Railroad tracks and reconfiguring existing station to provide multimodal loop road (Phase 1)	\$ 40.0	\$ 40.0	\$ -		
94030	Alameda	Reconstruct I-880/Route 262 interchange and widen I-880 from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes) from Route 262 (Mission Boulevard) to the Santa Clara County line (Phase 1)	\$ 186.8	\$ 186.8	\$ -		For Phase 2, see Alameda County project #22779
94514	Alameda	Reconstruct I-880/Route 92 interchange with direct connectors	\$ 245.0	\$ 245.0	\$ -		Regional Measure 1 Toll Bridge Program
98139	Alameda	Acquire right-of-way for ACE rail service between Stockton and Niles Junction, complete track improvements between San Joaquin County and Alameda County, and expand Alameda County station platforms	\$ 150.0	\$ 75.0	\$ 75.0		Resolution 3434 Regional Transit Expansion Program
230052	Alameda	Construct auxiliary lanes on I-880 near Winton in Hayward	\$ 36.5	\$ 36.5	\$ -		
230054	Alameda	Construct auxiliary lanes on I-880 at Industrial Parkway	\$ 21.9	\$ 21.9	\$ -		
230057	Alameda	Reconstruct I-880/Industrial Parkway interchange, including construction of new northbound I-880 on-ramp and modifications to southbound on-ramp to include an HOV lane (Phase 2)	\$ 29.2	\$ 29.2	\$ -		For Phase 1, see Alameda County project #230053
230066	Alameda	Improve I-880/Marina Boulevard interchange (includes on- and off-ramp improvements, overcrossing modification, and street improvements)	\$ 36.1	\$ 36.1	\$ -		
230083	Alameda	Tri-Valley Transit Access: acquire right-of-way along I-580 from Hacienda Drive to the Greenville Road interchange to accommodate rail transit	\$ 123.5	\$ 123.5	\$ -		Resolution 3434 Regional Transit Expansion Program
230088	Alameda	Extend existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger Road	\$ 167.5	\$ 167.5	\$ -		
230091	Alameda	Install traffic monitoring systems, signal priority and coordination, ramp metering, and HOV bypass lanes in the I-880, I-238 and I-580 corridors	\$ 33.5	\$ 33.5	\$ -		
230094	Alameda	Construct soundwalls in central Alameda County	\$ 10.3	\$ 10.3	\$ -		
230156	Alameda	Extend West Jack London Boulevard from west of Isabel/Route 84 to El Charro Road	\$ 18.7	\$ 18.7	\$ -		

Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
230157	Alameda	Construct a two-lane gap closure on Las Positas Road from Arroyo Vista to west of Vasco Road	\$ 7.3	\$ 7.3	\$ -		
230160	Alameda	Tri-Valley Transit Access: implement enhanced rapid bus service in Livermore, Dublin and Pleasanton (includes higher frequencies, new stops and improved stop amenities)	\$ 14.1	\$ 14.1	\$ -		Resolution 3434 Regional Transit Expansion Program
230630	Alameda	Tri-Valley Transit Access: construct westbound off-ramp to connect I-580 to Dublin/Pleasanton BART station, or make other transit access improvements at the BART station	\$ 30.0	\$ 30.0	\$ -		Resolution 3434 Regional Transit Expansion Program
21206	Contra Costa	Construct a fourth bore at the Caldecott Tunnel complex north of the three existing bores	\$ 445.9	\$ 445.9	\$ -		Partially funded with Proposition 1B Corridor Mobility Improvement Account funds; 2004 Measure J sales tax project
21207	Contra Costa	Construct Martinez Intermodal Station, including site acquisition, demolition and construction of 200 interim parking spaces (Phase 3 initial segment)	\$ 12.0	\$ 12.0	\$ -		2004 Measure J sales tax project; for additional elements of Phase 3, see Contra Costa County project #22614
21208	Contra Costa	Construct Richmond Parkway Transit Center, including signal timing and reconfiguration, parking facility and security improvements	\$ 30.5	\$ 30.5	\$ -		Regional Measure 2 Toll Bridge Program
21209	Contra Costa	Relocate and expand Hercules Transit Center, including relocation of park-and-ride facility and construction of express bus facilities	\$ 13.0	\$ 13.0	\$ -		1988 Measure C sales tax project
21210	Contra Costa	Construct Capitol Corridor train station in Hercules	\$ 39.8	\$ 39.8	\$ -		2000 Traffic Congestion Relief Program (TCRP) and 2004 Measure J sales tax project
21211	Contra Costa	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	\$ 525.0	\$ 525.0	\$ -		Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and 2004 Measure J sales tax project
21214	Contra Costa	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	\$ 15.7	\$ 15.7	\$ -		
21225	Contra Costa	Improve regional and local pedestrian and bicycle system, including construction overcrossings, and expanding sidewalks and facilities	\$ 50.0	\$ 50.0	\$ -		
22122	Contra Costa	Implement ferry service from Richmond to San Francisco	\$ 62.6	\$ 16.4	\$ 46.2		Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and 2004 Measure J sales tax project
22353	Contra Costa	Construct HOV lane on I-680 southbound between North Main Street and Livorna Road	\$ 105.0	\$ 105.0	\$ -		Regional Measure 2 Toll Bridge Program and 2004 Measure J sales tax project
22365	Contra Costa	Improve Martinez Ferry landside facilities	\$ 5.3	\$ 5.3	\$ -		2004 Measure J sales tax project
22402	Contra Costa	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program	\$ 168.2	\$ 168.2	\$ -		2004 Measure J sales tax project
22600	Contra Costa	Widen Somersville Road Bridge in Antioch from 2 lanes to 4 lanes	\$ 2.2	\$ 2.2	\$ -		
22603	Contra Costa	Construct 6-level, roughly 785-space parking garage at Richmond Intermodal Transfer Station	\$ 34.3	\$ 34.3	\$ -		1988 Measure C sales tax project
22607	Contra Costa	Widen and extend major streets, and improve interchanges in east Contra Costa County	\$ 90.0	\$ 90.0	\$ -		2004 Measure J sales tax project
22609	Contra Costa	Widen and extend major streets, and improve interchanges in central Contra Costa County	\$ 30.0	\$ 30.0	\$ -		2004 Measure J sales tax project
22610	Contra Costa	Widen and extend major streets, and improve interchanges in west Contra Costa County	\$ 30.0	\$ 30.0	\$ -		
22611	Contra Costa	Implement a low-income student bus pass program in West Contra Costa County	\$ 36.9	\$ 36.9	\$ -		2004 Measure J sales tax project
22613	Contra Costa	Widen and extend major streets, and improve interchanges in southwest Contra Costa County (includes widening Camino Tassajara to 4 lanes between Danville and Windemere Parkway, and to 6 lanes from Windemere Parkway to Alameda County line)	\$ 30.0	\$ 30.0	\$ -		2004 Measure J sales tax project
22637	Contra Costa	Construct BART crossover at Pleasant Hill BART station	\$ 25.0	\$ 25.0	\$ -		Regional Measure 2 Toll Bridge Program

Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars						
RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
94045	Contra Costa	Purchase new express buses for I-80 express service to be provided by AC Transit, Vallejo Transit and WestCAT (capital costs)	\$ 17.5 \$	\$ 17.5 \$	-	
94046	Contra Costa	Improve interchanges and parallel arterials to Route 4	\$ 21.5 \$	\$ 21.5 \$	-	
94048	Contra Costa	Improve interchanges and parallel arterials to I-80	\$ 21.5 \$	\$ 21.5 \$	-	
		Implement the Gateway Lamorinda Traffic Program (includes carpool lot in Lafayette, structural and safety improvements on Moraga Road, intersection realignments, turn lanes, pedestrian accommodation and signal coordination)				
94532	Contra Costa	Implement the Route 4 transportation management system	\$ 15.9 \$	\$ 15.9 \$	-	1988 Measure C sales tax project
94538	Contra Costa	Widen Ygnacio Valley/Kirker Pass roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	\$ 1.1 \$	\$ 1.1 \$	-	
98115	Contra Costa	Improve interchanges and arterials parallel to I-680 and Route 24	\$ 8.2 \$	\$ 8.2 \$	-	
98126	Contra Costa	Widen and extend Bollinger Canyon Road to 6 lanes from Alcosta Boulevard to Dougherty Road	\$ 21.5 \$	\$ 21.5 \$	-	
98132	Contra Costa	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	\$ 4.7 \$	\$ 4.7 \$	-	
98134	Contra Costa	Widen Route 4 from 4 lanes to 8 lanes, with HOV lanes, from Loveridge Road to Somersville Road	\$ 47.8 \$	\$ 47.8 \$	-	1988 Measure C sales tax, Regional Measure 2 Toll Bridge Program, and Traffic Congestion Relief Program (TCRP) project
98142	Contra Costa	Enhance AC Transit bus service in San Pablo corridor	\$ 170.0 \$	\$ 170.0 \$	-	
98157	Contra Costa	Extend Panoramic Drive from North Concord BART station to Willow Pass Road	\$ 12.9 \$	\$ 12.9 \$	-	
98193	Contra Costa	Extend Commerce Avenue to Waterworld Parkway, including construction of vehicular bridge over Pine Creek, installation of trails and a pedestrian bridge and connecting Willow Pass Road to Concord Avenue/Route 242 interchange	\$ 12.9 \$	\$ 12.9 \$	-	
98194	Contra Costa	Construct auxiliary lanes on Route 24 from Gateway Boulevard to Brookwood Road/Moraga Way	\$ 7.7 \$	\$ 7.7 \$	-	1988 Measure C sales tax project
98196	Contra Costa	Extend I-80 eastbound HOV lanes from Route 4 to the Crockett interchange	\$ 7.3 \$	\$ 7.3 \$	-	
98211	Contra Costa	Widen Route 4 from Somersville Road to Route 160 and improve interchanges	\$ 55.5 \$	\$ 55.5 \$	-	Regional Measure 2 Toll Bridge Program
98999	Contra Costa	Construct new satellite WestCAT maintenance facility (includes land purchase)	\$ 530.0 \$	\$ 530.0 \$	-	Proposition 1B Corridor Mobility Improvement Account, Regional Measure 2 Toll Bridge Program, 1988 Measure C sales tax, and 2004 Measure J sales tax project
230127	Contra Costa	Expand WestCAT service, including purchase of vehicles	\$ 8.2 \$	\$ 8.2 \$	-	
230129	Contra Costa	Purchase land in Oakley for use as a park-and-ride lot	\$ 8.8 \$	\$ 8.8 \$	-	
230188	Contra Costa	Enhance AC Transit Zero Emission Bus (ZEB) program, including fueling stations and new maintenance bays	\$ 1.2 \$	\$ 1.2 \$	-	
230193	Contra Costa	Implement AC Transit Environmental Sustainability Program	\$ 8.1 \$	\$ 8.1 \$	-	
230194	Contra Costa	Improve safety and security on AC Transit vehicles and in facilities, including installing surveillance systems and emergency operations improvements	\$ 6.6 \$	\$ 6.6 \$	-	
230195	Contra Costa	Implement AC Transit San Pablo Dam Road Transit Priority Measures (TPM), including passenger safety improvements and road improvements	\$ 4.5 \$	\$ 4.5 \$	-	
230196	Contra Costa	Widen Route 4 Bypass to 4 lanes from Laurel Road to Sand Creek Road	\$ 12.2 \$	\$ 12.2 \$	-	
230202	Contra Costa	Construct Route 4 Bypass interchange at Sand Creek Road	\$ 42.4 \$	\$ 42.4 \$	-	2004 Measure J sales tax project
230203	Contra Costa	Widen Route 4 Bypass to 4 lanes from Sand Creek Road to Balfour Road	\$ 40.4 \$	\$ 40.4 \$	-	2004 Measure J sales tax project
230205	Contra Costa		\$ 23.6 \$	\$ 23.6 \$	-	

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Transportation 2035 Committed Projects

In Year of Expenditure Dollars						
RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230206	Contra Costa	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	\$ 46.1 \$	\$ 46.1 \$	-	2004 Measure J sales tax project
230212	Contra Costa	Improve Clayton Road/Treat Boulevard intersection and increase capacity (includes upgrading traffic signal and geometric improvements)	\$ 2.1 \$	\$ 2.1 \$	-	2004 Measure J sales tax project
230225	Contra Costa	Improve and expand arterial streets in central Hercules for express bus and rail transit facilities to support transit-oriented development at I-80/Route 4 intersection	\$ 7.7 \$	\$ 7.7 \$	-	
230227	Contra Costa	Conduct engineering, environmental and financial feasibility assessment of rail mass transit to western Contra Costa County (includes future station site acquisition)	\$ 2.9 \$	\$ 2.9 \$	-	
230233	Contra Costa	Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway	\$ 35.0 \$	\$ 35.0 \$	-	
230236	Contra Costa	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes	\$ 19.9 \$	\$ 19.9 \$	-	
230238	Contra Costa	Widen California Avenue from 2 lanes to 4 lanes with 2 left-turn lanes	\$ 16.0 \$	\$ 16.0 \$	-	
230239	Contra Costa	Widen and improve Buskirk Avenue between Monument Boulevard and Hookston Road to provide 2 through lanes in each direction (includes road realignment, new traffic signals and bicycle/pedestrian streetscape improvements)	\$ 10.6 \$	\$ 10.6 \$	-	
230249	Contra Costa	Construct a 6-lane grade separation undercrossing along the Union Pacific Railroad line at Lone Tree Way	\$ 26.6 \$	\$ 26.6 \$	-	
230250	Contra Costa	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Marsh Creek and Delta Road	\$ 23.5 \$	\$ 23.5 \$	-	
230253	Contra Costa	Replace the old 2-lane Fitzuren Road with a new, 4-lane divided arterial (includes shoulders, bicycle lanes, a park-and-ride lot and sidewalks)	\$ 10.0 \$	\$ 10.0 \$	-	
230274	Contra Costa	Widen Main Street to 6 lanes from Route 160 to Big Break Road	\$ 12.6 \$	\$ 12.6 \$	-	
230288	Contra Costa	Widen Empire Avenue from 2 to 4 lanes between Lone Tree Way and Union Pacific Railroad right-of-way/Antioch city limits	\$ 2.1 \$	\$ 2.1 \$	-	
230293	Contra Costa	Add transit stops, sidewalks, and bicycle and pedestrian amenities on San Pablo Dam Road in El Sobrante	\$ 7.3 \$	\$ 7.3 \$	-	
230320	Contra Costa	Extend the I-680 southbound HOV lane northward from Livorna Road to north of Rudgear Road	\$ 3.1 \$	\$ 3.1 \$	-	2004 Measure J sales tax project
230397	Contra Costa	Construct and develop infrastructure enhancements to improve operations of transit service within the WestCAT service area, including park-and-ride lots, signal prioritization, bus-only lanes and freeway drop ramps	\$ 12.4 \$	\$ 12.4 \$	-	
230401	Contra Costa	Construct bicycle- and pedestrian-friendly improvements along San Pablo Avenue from El Cerrito to Crockett to support transit-oriented development	\$ 6.8 \$	\$ 6.8 \$	-	
230402	Contra Costa	Install new or upgraded corridor management and traveler information elements along the I-80 corridor from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza (Phase 1)	\$ 67.0 \$	\$ 67.0 \$	-	2004 Measure J sales tax project; for Phase 2, see Contra Costa County project #230597
230505	Contra Costa	Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village	\$ 16.1 \$	\$ 16.1 \$	-	
230535	Contra Costa	Realign curves along Marsh Creek Road to improve safety and operations	\$ 4.6 \$	\$ 4.6 \$	-	
230538	Contra Costa	Widen Bailey Road lanes and shoulders	\$ 5.7 \$	\$ 5.7 \$	-	
230542	Contra Costa	Close a bicycle/pedestrian gap at San Pablo Avenue bridge in Pinole by upgrading the existing bridge or constructing a new dedicated bicycle/pedestrian bridge	\$ 0.9 \$	\$ 0.9 \$	-	

Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
230596	Contra Costa	Construct Pacheco Boulevard Transit Hub on Blum Road at the I-680/Route 4 interchange (includes 6 bus bays and a 110-space park-and-ride lot)	\$ 2.7	\$ 2.7	\$ -		1988 Measure C sales tax project
230597	Contra Costa	Install new or upgraded corridor management and real-time traveler information improvements in I-80 corridor between the Carquinez Bridge and the San Francisco-Oakland Bay Bridge Toll Plaza (Phase 2)	\$ 26.5	\$ 26.5	\$ -		2004 Measure J sales tax project; for Phase 1, see Contra Costa County project #230402
230613	Contra Costa	Implement ferry service between Hercules and San Francisco	\$ 59.3	\$ 16.0	\$ 43.3		Resolution 3434 Regional Transit Expansion Program
230631	Contra Costa	Double the existing rail track between Oakland and Port Chicago	\$ 28.1	\$ 28.1	\$ -		
21302	Marin	Implement Marin County's bicycle and pedestrian program	\$ 19.9	\$ 19.9	\$ -		
94563	Marin	Widen U.S. 101 for HOV lanes (one in each direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	\$ 189.8	\$ 189.8	\$ -		2002 Traffic Congestion Relief Program (TCRP) project
230095	Marin	Widen Route 1 at Pacific Way to provide a Muir Beach bus stop	\$ 0.2	\$ 0.2	\$ -		
230400	Marin	Improve access to Southern Marin parklands	\$ 22.5	\$ 22.5	\$ -		
230406	Marin	Implement initial set of transportation improvements identified in the Canal Neighborhood Community-Based Transportation Plan	\$ 1.2	\$ 1.2	\$ -		Additional funding is being pursued to fully fund project
230502	Marin	Construct westbound I-580 to northbound U.S. 101 connector	\$ 20.8	\$ 20.8	\$ -		
230516	Marin	Implement Marin County's Safe Routes to Schools program	\$ 43.0	\$ 43.0	\$ -		
230709	Marin	Implement routine maintenance of bicycle and pedestrian Class I facilities	\$ 1.0	\$ 1.0	\$ -		2004 Measure A sales tax project
230711	Marin	Implement parking improvements at Larkspur ferry terminal	\$ 0.5	\$ 0.5	\$ -		
94073	Napa	Construct a flyover connecting southbound Route 221 to southbound routes 12 and 29 (environmental and design phases)	\$ 6.3	\$ 6.3	\$ -		Funding for subsequent project phases is being pursued
94075	Napa	Construct grade separation improvements at Route 12/Route 29 intersection (environmental phase)	\$ 1.5	\$ 1.5	\$ -		Funding for subsequent project phases is being pursued
21510	San Francisco	Extend the Third Street Light Rail line from north of King Street to Clay Street in Chinatown via a new Central Subway, including the purchase of light-rail vehicles	\$ 1,570.0	\$ 1,570.0	\$ -		Resolution 3434 Regional Transit Expansion Program and 2003 Proposition K sales tax project
94632	San Francisco	Extend Third Street Light Rail from Fourth and King streets to Bayshore Caltrain Station	\$ 649.0	\$ 649.0	\$ -		2003 Proposition K sales tax and Regional Measure 2 Toll Bridge Program project
230161	San Francisco	Implement a Bus Rapid Transit (BRT) project on Van Ness Avenue (includes dedicated transit lanes, signal priority and pedestrian and urban design upgrades)	\$ 87.6	\$ 87.6	\$ -		
230364	San Francisco	Improve water access to San Francisco parks	\$ 4.0	\$ 4.0	\$ -		Resolution 3434 Regional Transit Expansion Program
230555	San Francisco	Reconstruct ramps on the east side of the San Francisco-Oakland Bay Bridge's Yerba Buena Island tunnel	\$ 183.0	\$ 183.0	\$ -		
21606	San Mateo	Reconstruct U.S. 101/Willow Road interchange	\$ 53.8	\$ 53.8	\$ -		Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
21608	San Mateo	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	\$ 119.9	\$ 119.9	\$ -		
21609	San Mateo	Improve local access from Sneath Lane and San Bruno Avenue to I-280/I-380 interchange (study phase only)	\$ 2.0	\$ 2.0	\$ -		
22120	San Mateo	Construct ferry terminal at Redwood City	\$ 15.0	\$ 15.0	\$ -		
22232	San Mateo	Construct streetscape improvements on Mission Street (Route 82) from John Daly Boulevard to San Pedro Road	\$ 3.4	\$ 3.4	\$ -		
22615	San Mateo	Improve station facilities and other rail improvements in Redwood City, Menlo Park and East Palo Alto in conjunction with the Dumbarton Rail Corridor	\$ 39.3	\$ 39.3	\$ -		2004 Measure A sales tax project
22726	San Mateo	Implement ferry service between South San Francisco and Alameda/Oakland	\$ 51.2	\$ 51.2	\$ -		Resolution 3434 Regional Transit Expansion Program
94643	San Mateo	Widen Route 92 from Half Moon Bay city limits to Route 1 (includes adding left-turn lanes, signal modifications, shoulders and bicycle lanes)	\$ 29.9	\$ 29.9	\$ -		

Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars			Notes
			Total Project Cost	Committed Funds	Discretionary Funds	
94656	San Mateo	Construct Devil's Slide Bypass between Montara and Pacifica	\$ 362.6	\$ 362.6	\$ -	
94667	San Mateo	Provide SamTrans Americans with Disabilities Act (ADA) paratransit services (includes operating support and purchase of new paratransit vehicles)	\$ 491.8	\$ 491.8	\$ -	1998 and 2004 Measure A sales tax project
98176	San Mateo	Construct auxiliary lanes on U.S. 101 from 3rd Avenue to Millbrae and reconstruct U.S. 101/Peninsula interchange	\$ 188.2	\$ 188.2	\$ -	
230192	San Mateo	Improve SamTrans bus services (includes enhanced service levels, transit priority measures, signal timing and dedicated bus lanes)	\$ 2.5	\$ 2.5	\$ -	
230349	San Mateo	Improve local access to National Park Service (NPS) lands in San Mateo	\$ 151.1	\$ 151.1	\$ -	
230417	San Mateo	Modify U.S. 101/Holly Street interchange (includes widening eastbound to northbound loop to 2 lanes and eliminating northbound to westbound loop)	\$ 3.2	\$ 3.2	\$ -	
230424	San Mateo	Modify Route 92/EI Camino Real interchange	\$ 3.0	\$ 3.0	\$ -	
230428	San Mateo	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	\$ 5.2	\$ 5.2	\$ -	
230430	San Mateo	Implement San Mateo's bicycle and pedestrian program	\$ 45.0	\$ 45.0	\$ -	2004 Measure A sales tax project
230434	San Mateo	Implement local circulation improvements and the local streets traffic management program	\$ 20.0	\$ 20.0	\$ -	
230592	San Mateo	Improve streetscape and traffic calming along Bay Road, and construct new northern access connection between Demeter Street and University Avenue	\$ 14.8	\$ 14.8	\$ -	
230704	San Mateo	Make Route 92 operational improvements to Chess Drive on-ramps	\$ 2.5	\$ 2.5	\$ -	
21760	Santa Clara	Double-track segments of the Caltrain line between San Jose and Gilroy	\$ 86.0	\$ 86.0	\$ -	2000 Measure A sales tax project and 2000 Traffic Congestion Relief Program (TCRP) project
21787	Santa Clara	Expand the Palo Alto Caltrain Station and Bus Transit Center	\$ 230.0	\$ 230.0	\$ -	
21790	Santa Clara	Provide VTA's share of funds for additional train sets, passenger facilities, and service upgrades for the ACE service from San Joaquin and Alameda counties	\$ 26.9	\$ 26.9	\$ -	
21797	Santa Clara	Implement Route 17 bus service improvements between downtown San Jose and downtown Santa Cruz	\$ 3.0	\$ 3.0	\$ -	2000 Measure A sales tax project
21921	Santa Clara	Extend BART from Fremont (Warm Springs) to San Jose/Santa Clara (includes environmental, preliminary engineering, property acquisition and construction phases)	\$ 7,587.0	\$ 7,587.0	\$ -	Resolution 3434 Regional Transit Expansion Program and 2000 Measure A sales tax project
21922	Santa Clara	Implement the Mineta San Jose International Airport automated people-mover service	\$ 508.0	\$ 508.0	\$ -	2000 Measure A sales tax project
21923	Santa Clara	Implement Bus Rapid Transit (BRT) in the Alameda and El Camino Real corridors	\$ 233.4	\$ 233.4	\$ -	2000 Measure A sales tax project
22014	Santa Clara	Implement Bus Rapid Transit (BRT) in the Santa Clara-Alum Rock Corridor with the potential to convert to light-rail in the future (Santa Clara-Alum Rock Phase 1)	\$ 132.0	\$ 132.0	\$ -	Resolution 3434 Regional Transit Expansion Program and 2000 Measure A sales tax project; for Phase 2, see Santa Clara project #22019
22019	Santa Clara	Convert Bus Rapid Transit (BRT) to light-rail transit in the Santa Clara-Alum Rock corridor (Santa Clara-Alum Rock Phase 2)	\$ 326.7	\$ 326.7	\$ -	2000 Measure A sales tax project; for Phase 1, see Santa Clara project #22014
22134	Santa Clara	Construct a lane on southbound U.S. 101 using the existing median from south of Story Road to Yerba Buena Road; modify the U.S. 101/Tully road interchange to a partial cloverleaf	\$ 69.8	\$ 69.8	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
22246	Santa Clara	Implement bicycle and pedestrian improvements on Blossom Hill Road	\$ 13.0	\$ 13.0	\$ -	
22808	Santa Clara	Implement Caltrain grade separation program in Santa Clara County	\$ 0.6	\$ 0.6	\$ -	
22839	Santa Clara	Convert the HOV lane on Central Expressway between San Tomas and De La Cruz to a general purpose lane	\$ 0.1	\$ 0.1	\$ -	
22909	Santa Clara	Fund the operating and capital needs of Measure A transit services	\$ 1,954.0	\$ 1,954.0	\$ -	

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Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars			
			Total Project Cost	Committed Funds	Discretionary Funds	Notes
22944	Santa Clara	Widen I-880 for HOV lanes in both directions from Route 237 in Milpitas to U.S. 101 in San Jose	\$ 105.0	\$ 105.0	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
22956	Santa Clara	Extend the Capitol Avenue light-rail line from the Alum Rock Transit Center to a rebuilt Eastridge Transit Center	\$ 334.0	\$ 334.0	\$ -	Resolution 3434 Regional Transit Expansion Program
22978	Santa Clara	Extend the Capitol Expressway light-rail transit (LRT) from Eastridge Transit Center to Nienman Boulevard	\$ 137.0	\$ 137.0	\$ -	2000 Measure A sales tax project
22979	Santa Clara	Construct local roadway improvements over-crossing U.S. 101 (includes local circulation improvements to Zanker Road, Old Bayshore Highway, N. 4th Street and Skyport Drive)	\$ 120.0	\$ 120.0	\$ -	
98119	Santa Clara	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	\$ 146.0	\$ 146.0	\$ -	1996 Measure B sales tax project
230267	Santa Clara	Widen Montague Expressway to 8 lanes for HOV lanes between Lick Mill and Trade Zone boulevards and on Guadalupe River Bridge and Penitencia Creek Bridge	\$ 13.5	\$ 13.5	\$ -	
230269	Santa Clara	Construct a new interchange at Trimble Road and Montague Expressway	\$ 36.1	\$ 36.1	\$ -	
230294	Santa Clara	Conduct environmental and design studies to widen and create new alignment for Route 152 (from Route 156 to U.S. 101)	\$ 80.0	\$ 80.0	\$ -	
230304	Santa Clara	Widen Dixon Landing Road from 4 to 6 lanes between North Milpitas Boulevard and I-880	\$ 80.0	\$ 80.0	\$ -	
230339	Santa Clara	Convert HOV queue-jump lanes along Central Expressway at Bowers Avenue to general purpose lanes	\$ 0.1	\$ 0.1	\$ -	
230356	Santa Clara	Construct interchange at Lawrence Expressway and Arques Avenue	\$ 49.2	\$ 49.2	\$ -	
230363	Santa Clara	Construct interchange at I-880 and Montague Expressway (includes improvements to Montague Expressway)	\$ 13.0	\$ 13.0	\$ -	
230456	Santa Clara	Widen Zanker Road from 4 to 6 lanes	\$ 57.0	\$ 57.0	\$ -	
230469	Santa Clara	Make local circulation improvements on Santa Teresa Boulevard (includes medians, landscaping, sidewalks and bicycle lanes)	\$ 13.2	\$ 13.2	\$ -	
230471	Santa Clara	Widen intersections and improve sidewalks throughout the city of Sunnyvale	\$ 17.8	\$ 17.8	\$ -	
230492	Santa Clara	Implement local roadway improvements to Old Oakland Road over U.S. 101	\$ 28.0	\$ 28.0	\$ -	
230531	Santa Clara	Construct auxiliary lanes on U.S. 101 in Mountain View and Palo Alto, from Route 85 to Embarcadero Road	\$ 113.0	\$ 113.0	\$ -	
230532	Santa Clara	Improve interchange at Route 237/North 1st Street	\$ 2.1	\$ 2.1	\$ -	
230534	Santa Clara	Electrify Caltrain line from Tamien Station to Gilroy	\$ 140.3	\$ 140.3	\$ -	
230547	Santa Clara	Implement Bus Rapid Transit (BRT) on Monterey Highway	\$ 96.6	\$ 96.6	\$ -	
230551	Santa Clara	Implement the Zero Emissions Bus (ZEB) program	\$ 23.7	\$ 23.7	\$ -	
230552	Santa Clara	Install and modify VTA facilities to support the Zero Emissions Bus (ZEB) program	\$ 95.0	\$ 95.0	\$ -	
230554	Santa Clara	Implement Bus Rapid Transit (BRT) between Sunnyvale and Cupertino	\$ 84.6	\$ 84.6	\$ -	
230574	Santa Clara	Improve the Route 85/Cottle Road interchange	\$ 5.3	\$ 5.3	\$ -	
230595	Santa Clara	Implement Bus Rapid Transit (BRT) on Stevens Creek Boulevard from Diridon Station to DeAnza College	\$ 143.2	\$ 143.2	\$ -	
230641	Santa Clara	Implement bicycle and pedestrian improvements in North San Jose	\$ 38.2	\$ 38.2	\$ -	
230644	Santa Clara	Implement miscellaneous intersection improvements in North San Jose	\$ 33.5	\$ 33.5	\$ -	
230645	Santa Clara	Implement improvements to the North First Street Core Area grid	\$ 70.6	\$ 70.6	\$ -	
230705	Santa Clara	Improve local interchanges and auxiliary lanes	\$ 573.0	\$ 573.0	\$ -	

Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230706	Santa Clara	Make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	\$ 334.0	\$ 334.0	\$ -	
22630	Solano	Improve Parkway Boulevard overcrossing over Union Pacific Railroad tracks	\$ 12.4	\$ 12.4	\$ -	
22631	Solano	Construct Route 12 westbound truck climbing lane at Red Top Road	\$ 13.2	\$ 13.2	\$ -	State Highway Operation and Protection Program (SHOPP)
22632	Solano	Widen American Canyon Road overpass at I-80	\$ 10.7	\$ 10.7	\$ -	
22633	Solano	Widen Azuar Drive/Cedar Avenue from 2 to 4 lanes between P Street and Residential Parkway (includes bicycle lanes, railroad signals and rehabilitation improvements)	\$ 11.7	\$ 11.7	\$ -	
22634	Solano	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	\$ 12.9	\$ 12.9	\$ -	Partially funded with Regional Measure 2 Toll Bridge Program funds; for Phase 2, see Solano project #230635
230311	Solano	Widen and improve Peterson Road with the addition of a truck-stacking lane (includes drainage improvements)	\$ 2.6	\$ 2.6	\$ -	
230322	Solano	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	\$ 100.9	\$ 100.9	\$ -	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
230650	Solano	Widen I-80 from Red Top Road to Air Base Parkway to add HOV lanes in both directions (includes pavement rehabilitation and ramp metering)	\$ 94.9	\$ 94.9	\$ -	
230708	Solano	Improve local interchanges and auxiliary lanes and make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	\$ 15.0	\$ 15.0	\$ -	
21070	Sonoma	Realign and widen Route 116 (Stage Gulch Road) along Champlin Creek to improve safety, adding shoulders to accommodate pedestrians and bicyclists	\$ 39.1	\$ 39.1	\$ -	
21884	Sonoma	Construct Petaluma crosstown connector/interchange	\$ 61.7	\$ 61.7	\$ -	
21902	Sonoma	Widen U.S. 101 for HOV lanes from Pepper Road to Rohnert Park Expressway (Central Phase A)	\$ 118.3	\$ 118.3	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
21908	Sonoma	Study the environmental impacts of a future Port Sonoma ferry service and facility	\$ 20.0	\$ 20.0	\$ -	
22652	Sonoma	Rehabilitate pavement on U.S. 101 from Steele Lane to Grant Avenue overhead in Healdsburg	\$ 18.9	\$ 18.9	\$ -	State Highway Operation and Protection Program (SHOPP) project
22655	Sonoma	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	\$ 96.0	\$ 96.0	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
98183	Sonoma	Widen U.S. 101 for HOV lanes between Steele Lane and Windsor River Road (Phase A)	\$ 123.9	\$ 123.9	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds



Memorandum

DATE: February 17, 2011
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: Legislative Program Update

Recommendations

This is an information item only. No action is requested

Summary

State Update

Budget: On-going hearings on the State Budget are occurring as the Legislature debates the Governor's budget proposal. Members are working on a tight timeline to acquire 2/3 approval for statutory changes and placement of a ballot measure on a June special election to extend existing taxes to cover over \$12 billion of the \$24.5 billion deficit. There is significant support from agencies throughout the state for the Governor's proposal for transportation and reenactment of the gas tax swap approved by the Legislature in spring 2010. The Legislative Analyst's office recently released a report addressing how transportation funding, particularly funds for transit derived from the diesel sales tax could be diverted to the general fund. This would reduce funding to transit by over \$125 million per year. This was not discussed in the first set of hearing on the transportation aspect of the budget, but will be heard in the coming weeks.

Realignment: Part of the Governor's budget proposal is to realign services from the state to local governments and to shift funding to local government to implement the programs. Significant debate on this is underway and includes engagement from cities and counties. Supervisor Carson is one of the key members in the statewide discussion from the California State Association of Counties (CSAC), which is working with the state to craft a viable and meaningful realignment solution.

Redevelopment Agencies: As with the realignment proposal, there is significant debate on the elimination of 400 redevelopment agencies (RDAs) throughout the state, as well as significant stated opposition. Mayors from major cities in California met with the Governor to address possible alternatives to the elimination of the RDAs, and Governor Brown has requested their

proposal by the week of February 7th. Oakland Mayor Quan is one of the key players in this effort.

Bills: The last day to introduce bills is February 18th. Staff will bring positions on bills to the Commission as they are introduced and has no recommended position on bills at the time of this writing.

The attached memo from Suter, Wallauch, Corbett & Associates provides summary information on the budget discussions and legislative items.

Federal Update

State of the Union Address: On January 25th, President Obama gave his State of the Union address outlining policy statements for his agenda in the coming year. He focused on a freeze of domestic spending, no support for earmarks (which has recently been reflected in the Senate Appropriations Committee action to implement a moratorium on earmarks for the current session of Congress, applying to both the FY 2011 and FY 2012 bills), yet strong support for advancing education, infrastructure and internet access. More on this is included in Attachments B and B1.

Economic Challenges: While the Nation is grappling with differing partisan approaches to dealing with the economic downturn, a high unemployment rate and rising debt, Congress and the Administration are working to address funding for the government which is currently operating on a continuing resolution through March 4th. At the same time, it is expected that the United States will reach its debt cap by the end of March requiring an action to address changing the current \$14.3 trillion ceiling. The House Republicans passed a resolution on the day of the State of the Union speech to cut the budget for the coming year to 2008 levels.

Presidential Budget and Surface Transportation: President Obama is scheduled to release his budget during the week of February 14th which will outline the Administration's priorities for the coming year.

Coinciding with the release of the Obama administration's FY12 budget, the administration will also be releasing a reauthorization proposal. It is expected this reauthorization proposal will outline broad policy and funding priorities, starting the debate on the reauthorization process for the 112th Congress. The current surface transportation bill extension expires March 4th.

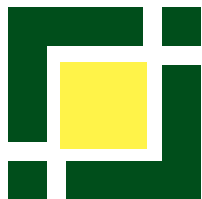
Fiscal Impacts

No direct fiscal impact.

Attachments

Attachments A - State Update

Attachments B - Federal Updates



February 17, 2011

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

Budget Meetings & Hearings: The budget subcommittees finished their work on February 11, with several marathon meetings that week. The full Senate Budget committee started taking action on the subcommittee reports yesterday, and will complete its work today. The full Assembly Budget Committee is scheduled to adopt its subcommittee reports tomorrow. We expect the reports to be largely adopted by the full Committees, and sent on to the Conference Committee with few changes. The Budget Conference Committee will then get down to the specifics starting next week, including adopting language for the Constitutional Amendments needed to carry out whatever provisions they adopt. The elusive 2/3 vote for a budget deal and all its trailer bills, is not at all certain at this point. The schedule continues to call for a vote on the budget, trailer bills, and ballot items the first week of March; however, the vote could slip to late March given the complexity of the items being negotiated.

Gov's Transportation Budget: Last week both the Senate and Assembly Budget Subcommittees adopted the Governor's proposed transportation budget. The full Senate Committee adopted the Governor's proposal with a bipartisan 15-0 vote. This includes re-enacting the gas tax swap, using weight fees instead of excise tax revenue for bond debt payments, and providing \$329 million for public transit operations. In addition, the Senate Committee agreed to loan an additional \$194 million in truck weight fees to the general fund. The Assembly Budget Committee is expected to adopt a conforming action at its hearing tomorrow.

As you know Prop 26 requires the Legislature to re-enact the gas tax swap with a 2/3 vote. Failure to do so by November 2011 will result in the loss of \$2.5 billion in transportation funding. While the Senate Budget Committee's bipartisan vote is a promising sign it remains to be seen if that support will be repeated on the Floor. These votes are the first step toward preserving funds for the STIP, local streets and roads, state highway maintenance projects, and public transit operations.

PIDs Put Over: The Governor's budget proposes to transfer from the state to local entities the cost of performing \$7.3 million in Project Initiation Document (PID) work. This is similar to a proposal last year that claimed the state should be reimbursed for PIDs if construction of the project will be locally funded. The Senate Budget Committee unanimously voted to "deny without prejudice," which is budget speak for putting this item over for consideration in the

spring. The Committee also requested the Administration to provide a plan outlining how this shift would be implemented. The Assembly Budget Committee will likely do the same tomorrow.

Governor's Meetings: The Governor met last week with both the Democratic and Republican caucuses as well as business groups to discuss his budget proposal and their concerns. He specifically asked the business groups to support the extension of taxes. Both Democrats and Republicans have many concerns remaining before they vote on the budget, although currently Senate Pro Tem Darrell Steinberg has said publicly that his caucus will not make large changes to the Governor's Budget proposal. Health and Human Services Secretary Kathleen Sebelius met with Governor Brown as well last week to discuss the waivers California will need from the federal government to make some of the health and human services cuts he has proposed in the budget. Brown said that the Secretary seemed open to the possibilities, but has yet to make a commitment.

State Building Sale: As expected, Brown cancelled the sale of 24 state buildings last week, punching an additional \$1.3 billion hole in the budget. He proposed borrowing \$830 million from special funds and using \$190 million from internal revenue boosts and cost savings in order to cover the cost of the cancellation. The sale of the buildings was widely panned by legislators and the LAO because it would have cost the State more money to rent in the long term than keeping them.

State Hiring Freeze: Governor Brown issued an Executive Order implementing a State hiring freeze as part of his response to the State's budget deficit. Under the freeze, State departments may not fill vacant positions with a few exceptions for public safety, revenue collecting, and other "core services." Departments and agencies may not respond to the Order by increasing their staffing in other ways such as increasing hours of their employees. Brown said that because of the \$363 million he wants to reduce in operational costs at the State level, the freeze is necessary until the savings are on track.

LAO – WORST CASE LETTER TO SENATOR LENO

Scorched Earth Scenario: Last month Senator Leno officially requested that the Legislative Analyst's Office provide a list of alternative State reductions that could be considered in the event the voters do not approve, on a June ballot, extensions of temporary taxes. If the tax extensions do not pass, the Legislature will be faced with reducing State expenditures by as much as \$14 billion in addition to the \$12.5 billion in cuts already on the table. The LAO's reply assumes failure of the tax extensions and retention of some items the Governor proposed eliminating such as enterprise zones. The LAO is not necessarily recommending these reductions, and attempted to identify options that to the extent possible would leave core programs intact. Here are some of the alternatives proposed by LAO:

K-12 Schools

- Eliminate K-3 class size reduction (\$1.275 billion)
- Require that kindergarteners be 5 years old at enrollment in 2011-12 (\$700 million)

Community Colleges

- Impose a 90-unit cap on each student's taxpayer-subsidized credits (\$250 million)
- Increase community college fees from \$26/unit to \$66/unit (\$170 million)
- Eliminate state subsidy for intercollegiate athletics (\$55 million)

Universities

- Increase tuition another 7 percent for UC and 10 percent for CSU (\$270 million)
- Reduce CSU enrollment by 5 percent (\$124 million)
- Reduce personnel costs by 10 percent at UC and 5 percent at CSU (\$408 million)

Health and Social Services

- Reduce state-paid IHSS provider salary to minimum wage (\$300 million)
- Eliminate food and cash aid for noncitizens whom courts have determined can receive benefits (\$190 million)
- Stricter income eligibility for welfare-to-work recipients (\$180 million)

Criminal Justice and Judiciary

- Require second and third "strikes" to be serious or violent in "Three Strikes" sentencing (\$50 million)
- Eliminate funding for public safety grant programs (\$506 million)
- Automated speed enforcement cameras (\$150 million)
- Two furloughs a month for court employees (\$130 million)

General Government

- Reduce state employee pay an additional 9.24 percent, equal to two furlough days (\$700 million)
- Reduce state contribution to employee health care by 30 percent (\$330 million)
- End state general fund support for Small Business Loan Guarantee Program (\$24 million)
- Eliminate Department of Fair Employment and Housing and state commission (\$17.2 million)

Transportation

- Enact another accounting swap that eliminates sales tax on diesel and increases weight fees, which would eliminate all funding for local transit and intercity rail (\$400 million)

Resources and Environmental Protection

- Allow oil drilling at Tranquillon Ridge (\$100 million)
- Reduce wildland firefighting costs by imposing a new fee on residential property owners in areas protected by the State, clarifying that the State is not fiscally responsible for loss of life and property and shrinking territory for which State is responsible (\$300 million)

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MEMORANDUM

TO: Arthur Dao
Alameda County Transportation Commission
FROM: CJ Lake
RE: Legislative Update
DATE: February 17, 2011

The last few weeks have been focused on the current FY11 budget and President Obama's FY12 Budget proposal which the Administration sent to Congress on Monday. The House and Senate will both adjourn tomorrow for a week-long President's Day recess.

Continuing Resolution and FY11 Appropriations

As we have previously reported the House Republican leadership proposed a new discretionary ceiling for the remainder of FY11. They initially proposed a \$74 billion cut from the President's FY11 budget request and approximately \$32 billion or three percent less than the current FY10 levels. However, many new Republican House members objected to the level of cuts and called for even deeper cuts totaling \$100 billion as included in their Pledge to America during the campaign. As a result, the House Appropriations Committee proposed an additional \$24 billion in cuts, amounting to a \$56 billion reduction from current FY10 levels.

The full House began debate on HR1 (Full Year Continuing Appropriations Act) on Tuesday. The House is debating the legislation under an open rule that allows unlimited amendments; close to 600 amendments were filed. A number of amendments are calling for additional spending cuts, while some Democrats have offered amendments to add back funding. (No Transportation related amendments have been approved at time of writing)

The CR would cut \$7.87 billion from the Department of Transportation compared to FY 2010 enacted levels and would rescind an additional \$3.752 billion from American Recovery and Reinvestment Act (ARRA) appropriations for DOT. A few of the cuts are listed below. We have also attached a comprehensive list of all proposed cuts.

- The legislation would rescind \$3.72 billion from the high-speed rail program from the American Recovery and Reinvestment Act (ARRA) appropriations and \$2.475 billion from the funds appropriated for FY 2010. Capital Investment Grants (New Starts) would be cut by \$431 million and rescinds an additional \$280 million from FY 2010.

- The Transit Investments in Greenhouse Gas Emission Reduction (TIGGER) program would be eliminated and the \$75 million for this program from FY 2010 would also be rescinded.
- The \$600 million multimodal TIGER II grant program would be eliminated and all funds for FY 2010 rescinded. In addition, \$30 million from the original TIGER program under ARRA would also be rescinded.

Although we do expect the Senate to make some cuts, we do not expect the Senate to agree to the level of cuts proposed by the House. Senate Majority Leader Reid has said his caucus will reject the cuts proposed by the House and will support the five-year freeze President Obama outlined in his State of the Union address instead. The Senate will take up HR 1 after returning from next week's President's Day recess. After that, a compromise should begin to take shape. In the meantime, it is likely – though not certain – that the House and the Senate will pass another short term CR to maintain government operations through March.

FY12 Budget and Surface Transportation Authorization Proposal

On Monday morning, the Obama Administration released its proposed budget for FY12. While the federal budget calls for spending cuts and freezes in most domestic programs, the Administration prioritized infrastructure spending and is calling for significant increases for public transportation. The 2012 budget requests \$129 billion in funding for the Department of Transportation, including \$22.4 billion for public transportation programs and \$8 billion for High-Speed Rail. The Administration is proposing \$70.5 billion for federal highways.

The Administration also released a Surface Transportation Reauthorization proposal on Monday. The six-year, \$556 billion proposal represents a 60 percent increase over inflation adjusted levels of SAFETEA-LU.

The proposal implements several recommendations of the National Commission on Fiscal Responsibility Reform. It treats transportation funding as mandatory, which under current budget rules, will require that all expenditures are budget neutral or paid for by savings identified elsewhere. It replaces the Highway Trust Fund with a Transportation Trust Fund. The new Fund includes the existing highway and transit accounts and adds passenger rail and infrastructure financing accounts. This funding classification change is intended to ensure that all transportation spending is deficit neutral and to effectively guarantee that the full amount of authorized funds would be appropriated on an annual basis.

The Administration acknowledged that it does not address how it plans to raise sufficient revenue to pay for increases and new priorities in the transportation program. The budget states that the Administration intends to find a solution in cooperation with Congress. It does not propose an increase in the gas tax or other new revenue raisers.

The proposal will build on some of the initiatives that the Administration has already released, such as the \$50 billion “Up Front” funding that was announced on Labor Day.

Some of this upfront funding would go to the following programs:

- \$7.5 billion for Transit State of Good Repair
- \$450 million for TIFIA program
- \$25 billion for Highway Infrastructure
- \$3 billion for Urban and Rural Formula Transit Grants
- \$1 billion for New Starts
- \$2 billion for a National Infrastructure Investments Program – similar to the TIGER program, this would provide funding to State and local governments and transit agencies for capital investments in roads and highways, public transportation facilities, freight and passenger rail, and port infrastructure.

The major components are as follows:

HIGHWAY ACCOUNT

The proposal provides \$336 billion in funding over six years, a 48 percent increase over current levels. It consolidates 55 programs into five—National Highway Program, Highway Safety Improvement, Livable Communities, Federal Allocation and Research, Technology and Education. The proposal establishes a performance based program in the area of state of good repair. The proposal is silent on the funding mechanism, only stating that it will not add to the deficit.

TRANSIT ACCOUNT

Transit programs are recommended to be funded at \$119 billion over six years, a 128 percent increase over SAFETEA-LU. The proposal places emphasis on rebuilding and rehabilitating existing systems. It consolidates the FTA programs into five categories—Bus and Rail State of Good Repair, Transit Formula Grants, Transit Expansion (old New Starts) and Livable Communities, Safety and Operations and Research and Technology Deployment.

- ***State of Good Repair***—provides \$10.7 billion to help transit agencies reduce their backlog of aging equipment and vehicles. It would combine the rail mod program and the discretionary bus program. The Nation's largest and oldest transit systems have a repair backlog estimated at \$77.7 billion. The President is proposing a new State of Good Repair Program that targets funding more directly to those agencies that need it the most. Funding requested in this account will be distributed through formula grants to local transit agencies to improve the condition of existing capital assets to a state of good repair.
- ***Transit Safety*** -- The Department's Surface Transportation Reauthorization proposal will, for the first time, entrust the Federal Transit Administration with the authority to oversee rail transit safety.

RAIL ACCOUNT

The proposal provides \$53 billion over six years for high speed and passenger rail systems. It consolidates existing programs into two—Network Development and System Preservation. The Network Development program will provide competitive grants to spur development of high speed rail core service and regional and feeder corridors to

ensure that 80 percent of Americans have access to the systems within 25 years. The Systems Preservation program would fully fund Amtrak and replace the aging intercity passenger fleet.

INFRASTRUCTURE FINANCING

The reauthorization proposal would create an Infrastructure Bank within DOT with an initial capitalization of \$30 billion over six years. The new entity would be headed by an executive director and managed by a board of Directors representative of the various transportation constituencies. The I-Bank would provide grants or loans or a combination of both.

Finally, the proposal calls for a 70 percent increase in safety funding and creates programs to address emerging issues such as distracted driving and vehicle electronics.

Congress

House -- The current SAFETEA-LU extension expires on March 4. Yesterday the House Transportation and Infrastructure Committee approved an extension through September 30. This extension would allow Congress more time to draft a new multi-year authorization.

Chairman Mica will hold a number of hearings/listening sessions around the country next week. He will make two stops in California (Fresno and Los Angeles) on February 22 and 23rd. Congressman Denham will be hosting the Fresno meeting, while Chairman Boxer and Chairman Mica will hold a joint field hearing in Los Angeles.

Chairman Mica is focusing on four key areas:

- Stabilize the Highway Trust Fund (HTF) - spend only what is available within the HTF. We are hearing the bill could be around \$200 billion; this is significantly smaller than SAFETEA-LU which was funded at \$286.5 billion. This would result in the elimination, reduction and/or consolidation of many existing programs.
- Close any funding gaps from unspent and unobligated monies. This would likely target any unobligated ARRA funds, but could include unspent earmarks from past surface transportation authorization bills)
- Expand federal financing opportunities through TIFIA, RRIF, and other bonding programs. Although President Obama will continue to push for the creation of an infrastructure bank, we are hearing Congress may be more inclined to expand current programs rather than create a new entity.
- Streamline the project approval process to reduce the cost of projects

Chairman Mica has pledged to pass a six year bill.

Senate -- Senator Boxer's Environment and Public Works Committee held a hearing yesterday titled "National Leaders' Call to Action on Transportation". The hearing was dominated by discussions of how the federal government will acquire the funds to pay for

a long-term authorization bill and the need to create construction jobs. AFL-CIO President Richard Trumka and U.S. Chamber of Commerce President and Chief Executive Officer Thomas Donohue suggested expanding TIFIA, implementing new user fees, and raising the federal gas tax as ways to support federal investment in transportation projects.

We are hearing from committee staff that Senator Boxer hopes to report a bill out of EPW before the Memorial Day Recess.

FY 2011 CONTINUING RESOLUTION REDUCTIONS (in millions of dollars)		
Committee	Compared to FY10 Enacted	Compared to FY11 Request
Agriculture		
Departmental Administration and Offices	(137.7)	(105.9)
Inspector General	(8.7)	(4.5)
Research Education and Extension		
Agricultural Research Service	(185.1)	(84.3)
National Institute for Food & Agriculture	(217.1)	(150.7)
Other Research	(13.2)	(20.8)
Marketing and Regulatory Programs		
Animal & Plant Health Inspection Service	(75.0)	(32.3)
Agricultural Marketing Service	(9.4)	(11.8)
Grain Inspection, Packers and Stockyards Administration	(1.6)	(3.9)
Food Safety and Inspection Service	(88.4)	(52.7)
Farm Assistance Programs		
Farm Services Agency	(190.4)	(205.3)
Risk Management Agency	(3.1)	(5.9)
Natural Resources Conservation Service	(172.5)	(46.2)
Rural Development		
Rural Housing Service Loans & Grants	(208.8)	(35.1)
Rural Business Loans & Grants	(33.2)	(51.4)
Rural Utilities Loans & Grants	(204.5)	(6.3)
Rural Development Administrative Expenses	(35.8)	(40.4)
Domestic Food Programs		
Special Supplemental Nutrition Program for Women, Infants & Children (WIC)	(747.2)	(1008.2)
Commodity Assistance Programs	(26.0)	(7.6)
Other Nutrition Programs & Administration	(9.0)	(32.3)
Foreign Agriculture Service		
Food for Peace (PL 480)	(687.0)	(544.0)
McGovern-Dole International Food for Education and Child Nutrition Grants	(109.5)	(20.0)
Foreign Agriculture Service	(14.9)	(83.4)
Food and Drug Administration	(241.0)	(220.2)

Independent Agencies		
Commodity Futures Trading Commission	(56.8)	(57.2)
General Provisions - Rescissions, Limitations & Adjustments	(1564.8)	(575.6)
Commerce, Justice, Science		
International Trade Administration	(5.2)	(92.7)
Economic Development Assistance Programs	(80.0)	(71.0)
Minority Business Development Agency	(1.1)	(1.9)
Periodic Censuses and Programs	(6152.0)	(72.9)
NTIA - Public Telecom Facilities Construction (Termination)	(20.0)	-
NIST Industrial Technology Services (Technology Innovation Program)	(25.0)	(40.0)
NIST Construction	(69.0)	(66.8)
NIST Construction grants (termination)	(20.0)	-
NIST Scientific and Technical Research Services	(45.5)	(115.0)
NOAA Operations, Research and Facilities	(454.3)	(450.3)
NOAA Pacific Coastal Salmon Recovery	(30.0)	(15.0)
National Drug Intelligence Center	(10.0)	(10.6)
Justice Information Sharing Technology	(10.0)	(101.5)
Law Enforcement Wireless Communications	(70.0)	(71.6)
DOJ General Legal Activities	(10.0)	(111.3)
US Marshals Service Construction	(9.7)	(9.7)
FBI Construction	(133.0)	(74.3)
ATF Construction	(6.0)	-
Justice Assistance	(10.0)	-
State & Local Law Enforcement Assistance	(581.3)	(525.0)
Weed and Seed Program Fund (termination)	(20.0)	-
Juvenile Justice	(191.1)	(57.3)
COPS Hiring (termination)	(298.0)	(600.0)
COPS programs	(203.1)	-
NASA	(303.0)	(578.7)
Office of Science & Technology Policy	(0.5)	(0.5)
NSF Research and Related Activities	(150.0)	(550.9)
NSF Major Research Equipment & Facilities Construction	(62.5)	(110.4)
NSF Education & Human Resources	(147.0)	(166.2)
Legal Services Corporation	(70.0)	(85.0)
Periodic Censuses and Programs rescission	(1740.0)	(1740.0)
Emergency Steel Loan Guarantees rescission (termination)	(48.0)	(4.9)

Energy and Water Development			
Investigations, Corps of Engineers	(56.0)	-	-
Construction, Corps of Engineers	(441.0)		(100.0)
Mississippi River and Tributaries, Corps of Engineers	(121.4)	-	-
Operation and Maintenance, Corps of Engineers	(39.0)	-	(3.0)
Regulatory, Corps of Engineers		-	
FUSRAP, Corps of Engineers	(4.0)		
Flood Control and Coastal Emergencies, Corps of Engineers		-	(30.0)
Office of Assistant Secretary of Defense - Civil Works, Corps of Engineers		-	(1.0)
Central Utah Project Completion Account		-	(1.0)
Water and Related Resources, Bureau of Reclamation	(37.7)		(0.1)
Desert Terminal Lakes, Bureau of Reclamation	(115.0)		(115.0)
Central Valley project, Bureau of Reclamation		-	(14.6)
Energy Efficiency and Renewable Energy	(786.3)		(899.3)
Electricity Delivery and Energy Reliability	(35.4)		(49.3)
Nuclear Energy	(131.8)		(169.3)
Fossil Energy Research and Development	(116.4)		(30.6)
Naval Petroleum and Oil Shale Reserve	(2.1)		(2.1)
Clean Coal Technology	(18.0)		(18.0)
Strategic Petroleum Reserve	(120.2)		(15.3)
Energy Information Administration	(15.4)		(33.6)
Nondefense Environmental Management	(20.4)		(0.9)
Uranium Enrichment D&D Fund	(70.0)		(26.6)
Science	(893.2)		(1110.9)
Nuclear Waste Disposal	(2.8)		-
ARPA-E		-	(250.0)
Loan Guarantee Authority	(250.0)		(1410.0)
Adv. Tech. Vehicle Manu.Loan Program	(10.0)		-
Departmental Administration	(31.9)		(32.1)
Defense Environmental Cleanup Program	(208.9)		(120.9)
Other Defense Activities	(77.5)		(108.2)
Power Marketing Administrations	(189.4)		-
NNNSA Office of the Administrator	(17.4)		(44.9)
Weapons Activities		-	(312.4)
Nuclear Nonproliferation	(97.1)		(647.5)

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Naval Reactors	-	(104.6)
Appalachian Regional Commission	(7.6)	(7.6)
Defense Nuclear Facilities Safety Board	-	(2.6)
Delta Regional Authority	(7.3)	(7.3)
Denali Commission	(16.2)	(16.2)
Northern Border Regional Commission	(1.5)	(1.5)
Southeast Crescent Regional Commission	(0.3)	(0.3)
Financial Services and General Government		
Department of Treasury	(1131.7)	(1636.8)
Departmental Offices	(5.0)	(46.5)
Department-wide Systems and Capital Investment	(5.5)	(18.0)
Treasury Inspector General	(0.3)	(0.9)
Treasury Inspector General for Tax Administration	-	(3.5)
SIGTARP	13.0	(13.3)
Financial Crimes Enforcement Network	(2.1)	8.5
Treasury Forfeiture Fund Rescission	(310.0)	(338.0)
Bureau of Public Debt	(7.6)	(1.3)
Community Development Financial Institutions Fund	(196.8)	(200.0)
TTTB (rejects new fee proposal)	(3.2)	68.7
Financial Management Service	(11.3)	(2.4)
Internal Revenue Service		
Service	(91.0)	(134)
Enforcement	(285.0)	(578.4)
Operations Support	(227.0)	(251.1)
Business Systems Modernization	-	(123.0)
TAA Insurance Tax Credit Admin.	-	(3.5)
Executive Office of the President	(121.8)	(110.3)
White House Offices	(3.0)	(3.7)
Executive Residence/Operating Costs	(0.7)	(0.9)
White House Repair and Restoration	(0.5)	-
Council of Economic Advisors	(0.2)	(0.4)
National Security Council	(0.6)	(2.5)
Office of Administration	(5.8)	(5.8)
OMB	(4.6)	(4.6)
Unanticipated Needs	(1.0)	(1.0)
Vice President Office	(0.2)	(0.3)

Vice President's Residence		(0.02)	(0.02)
Partnership Fund for Program Integrity Innovation		(37.5)	-
Office of National Drug Control Policy			
High Intensity Drug Trafficking Areas	-		29.1
Youth Media Campaign	(45.0)		(66.5)
Drug Free Communities	(9.5)		-
Salaries and Expenses	(4.7)		(1.3)
Counterdrug Technology Assessment Center	(5.0)		-
National Alliance for Model State Drug Laws	(1.3)		(1.2)
National Drug Court Institute	(1.0)		(0.95)
Performance Measures	(0.3)		(0.2)
Anti-Doping Activities	(1.0)		-
Federal Judiciary	(145.3)	(613.3)	
Supreme Court S&E	-	(3.7)	
Supreme Court Building and Grounds	(6.4)	(6.6)	
Court of Appeals for the Federal Circuit	-	(3.3)	
Court of International Trade	-	(0.8)	
Salaries and Expenses	(143.0)	(449.2)	
Vaccine Injury Compensation Trust Fund	(0.6)	-	
Defender Services	-	(103.4)	
Fees of Jurors	(9.5)	(12.0)	
Court Security	15.0	(27.4)	
Administrative Office	(0.5)	(4.7)	
Federal Judicial Center	(0.3)	(1.6)	
Sentencing Commission	(0.1)	(0.9)	
Federal Payment to the District of Columbia	(79.0)	(56.5)	
DC Courts	(25.5)	(11.7)	
CSOSA (Probation/Pretrial)	-	(5.4)	
Public Defender Service	-	(3.4)	
School Improvement	(15.4)	(12.3)	
Water and Sewer Authority	(10.0)	(15.0)	
Forensics Lab	(15.0)	-	
Member Projects	(1.9)	-	
DC National Guard	-	(1.6)	
Permanent Supportive Housing (veterans)	(7.0)	-	
Reconnecting Disconnected Youth	(4.0)	-	

Redevelop St. Elizabeth Campus	-	(2.0)
HIV/AIDS Prevention	-	(5.0)
Criminal Justice Coordinating Council	(0.2)	0.0
Independent Agencies	(2047.7)	(2345.8)
Administrative Conference of the United States	-	(1.7)
Christopher Columbus Fellowship Foundation	(0.3)	0.5
Consumer Product Safety Commission	(3.2)	(3.6)
Election Assistance Commission	(2.9)	(1.7)
Election Assistance Grants	(75.0)	-
FCC Salaries and Expenses	-	(16.7)
Federal Election Commission	(0.7)	(3.0)
Federal Labor Relations Authority	(0.3)	(1.5)
Federal Trade Commission Salaries and Expenses	(2.9)	(25.2)
GSA - Federal Buildings Fund	(1685.9)	(1652.9)
GSA - Gov't-wide Policy	(0.6)	(26.1)
GSA - Operating Expenses	(1.5)	(0.82)
GSA - IG	-	(3.91)
GSA - Electronic Government	(32.0)	(33.0)
GSA - Allowance for Former Presidents	-	(0.2)
GSA - Federal Acquisition Workforce	-	(24.9)
GSA - Federal Citizen Information Center	(1.8)	(2.1)
Harry S. Truman Scholarship Foundation	-	0.7
Merit Systems Protection Board	(1.3)	(2.6)
Udall Foundation	(1.5)	(1.2)
National Archives and Records Administration		
Operating Expenses	(3.4)	(12.3)
Inspector General	-	(0.2)
Electronic Records Archive	(13.5)	(13.5)
Repairs and Alterations	(15.6)	(0.1)
Grants Program	(9.0)	(6.0)
Community Development Credit Union Fund	(0.8)	(1.5)
Office of Government Ethics	-	(0.2)
Office of Personnel Management	(5.2)	(5.9)
Office of Special Counsel	(0.2)	(1.2)
Postal Regulatory Commission	-	(0.1)
Privacy and Civil Liberties Oversight Board	(1.4)	(1.6)

Securities and Exchange Commission	(25.0)	(188.6)
Selective Service System	(0.2)	(1.4)
Small Business Administration		
Salaries and Expenses	(25.0)	(37.6)
Disaster Loan Administration	-	(124.7)
Projects	(59.0)	-
Inspector General	-	(1.7)
Tax Court	2.9	(0.1)
Rescissions of Prior Year Balances	(30.1)	(38.8)
Partnership Fund for Program Integrity Innovation (OMB)	(10.0)	(10.0)
ONDCP Salaries and Expenses	(2.0)	(2.0)
Counterdrug Technology Assessment Center	(5.0)	(5.0)
United States Sentencing Commission	(0.1)	(0.1)
Consumer Product Safety Commission	(2.0)	(2.0)
EAC Grants	(5.0)	(5.0)
NARA Alterations	(3.2)	(3.2)
Privacy and Civil Liberties Oversight Board	(1.5)	(1.5)
Homeland Security		
Congressional earmarks	(264.2)	-
DHS unobligated and lapsed balances (various accounts)	(418.2)	-
DHS Headquarters and Administration	(30.3)	(488.8)
Customs and Border Protection, Salaries and Expenses - International Container Screening (Container Security Initiative)	(62.0)	16.6
Customs and Border Protection - Border Security Fencing, Infrastructure, and Technology	(350.0)	(124.2)
Customs and Border Protection - Automation Modernization	(80.9)	(6.0)
Customs and Border Protection - Construction & Facilities Management	(78.5)	(34.7)
Immigration and Customs Enforcement - Automation Modernization	(15.0)	(9.7)
Immigration and Customs Enforcement - Construction	(4.8)	-
Transportation Security Administration - Headquarters & Information Technology	(42.0)	(46.6)
Transportation Security Administration - Surface Transportation	(4.6)	(31.6)
Transportation Security Administration - Transportation Threat Assessment and Credentialing	(9.0)	(10.7)
Coast Guard - Operating Expenses	(27.0)	(7.0)
Coast Guard - Acquisition, Construction, and Improvements	(92.2)	46.6

Coast Guard - Alteration of Bridges	(4.0)	-	
National Protection & Programs Directorate - Headquarters & Management	(1.0)		(2.6)
National Protection & Programs Directorate - Infrastructure Protection and Information Security	(60.0)		(60.0)
US-VISIT	(39.1)	-	
FEMA - Management & Administration	(24.3)		(24.0)
FEMA - State and Local Programs	(783.3)		(820.3)
FEMA - Assistance to Firefighter Grants	(510.0)		(310.0)
FEMA - Emergency Management Performance Grants	(40.0)		(45.0)
FEMA - Predisaster Mitigation Grants	(35.0)		(35.0)
FEMA - Emergency Food & Shelter	(100.0)	-	
US Citizenship & Immigration Services - Immigrant Integration Grants	(11.0)		(18.0)
Federal Law Enforcement Training Center - Construction	(5.0)	-	
Science & Technology - Management & Administration	(2.0)		(10.8)
Science & Technology - Research, Development, Acquisition, and Operations	(84.4)		(87.4)
Domestic Nuclear Detection Office - Management & Administration	(1.5)	-	
Domestic Nuclear Detection Office - Research, Development, and Operations, Systems Development	(31.0)		(33.0)
Interior and Environment			
Earmarks (bill-wide)	(378.8)	-	
Construction (bill-wide)	(286.8)		(71.8)
Land and Water Conservation Fund (bill-wide)			
BLM land acquisition	(26.9)		(80.9)
FWS land acquisition	(71.3)		(91.3)
FWS cooperative endangered species conservation fund	(56.0)		(56.2)
NPS state assistance program	(40.0)		(50.0)
NPS federal land acquisition	(72.2)		(92.2)
DOI appraisal services	(1.5)		(3.5)
USFS forest legacy	(70.3)		(93.9)
USFS federal land acquisition	(54.4)		(64.6)
Climate Change (bill-wide)			
NPS Climate change monitoring system	(3.0)		(3.0)
NPS Climate change response office	(1.5)		(1.5)

BLM Ecosystem assessments	(4.5)	(4.5)	(4.5)
BLM Seed preservation	(3.0)	(3.0)	(3.0)
BLM Ground restoration activities	(2.5)	(2.5)	(2.5)
FWS Climate change planning	1.4	1.4	(2.4)
FWS Partners - private lands	(6.0)	(6.0)	(8.0)
FWS National Wildlife Refuge System	(12.0)	(12.0)	(20.0)
FWS National Fish Habitat Action Plan	(2.0)	(2.0)	(2.0)
USGS Climate effects network/science application	(10.5)	(10.5)	(11.5)
USGS National Climate Change and Wildlife Science Center	6.0	6.0	(2.0)
USGS Biological carbon sequestration	(5.0)	(5.0)	(7.0)
USGS Climate change science coordination with FWS	(5.0)	(5.0)	(5.0)
USGS Biological research and monitoring	(1.1)	(1.1)	(1.0)
U.S. Forest Service Climate Change Science	(5.0)	(5.0)	(1.5)
Smithsonian Institution	(1.3)	(1.3)	(5.3)
EPA Research: Global change	(7.0)	(7.0)	(8.2)
EPA EISA/Renewable Fuels Rule	(4.0)	(4.0)	-
EPA Climate change grants to local governments	(10.0)	(10.0)	-
EPA ENERGY STAR	(10.5)	(10.5)	(12.4)
EPA Methane to markets	-	-	(0.02)
EPA GHG reporting registry	(5.0)	(5.0)	(9.1)
EPA Climate protection program (automotive technologies)	(1.9)	(1.9)	-
EPA Cap and trade technical assistance	(5.0)	(5.0)	(5.0)
EPA Carbon capture and storage	-	-	(2.0)
EPA Other climate protection program activities	(16.0)	(16.0)	(16.1)
EPA Federal vehicle fuels standards & certification: L/D and large transportation sources	-	-	(6.1)
EPA Federal stationary source regulations: GHG new source performance standards	-	-	(7.6)
EPA Federal support for air quality management: GHG permitting	-	-	(4.9)
EPA State and local air quality management: GHG permitting	-	-	(25.0)
EPA Research: Carbon sequestration (drinking water)	(0.9)	(0.9)	-
EPA EISA Enforcement	-	-	(0.2)
EPA Drinking water permits - carbon sequestration	-	-	(1.1)
BLM, Management of Lands & Resources, Soil, Water & Air Management	(8.1)	(8.1)	(3.9)

BLM, Management of Lands & Resources, Range Management	(1.4)	-
BLM, Management of Lands & Resources, Wildlife & Fisheries	(1.5)	-
BLM, Realty & Ownership Management, Alaska Conveyances	(5.2)	8.0
BLM, Resource Protection & Maintenance, Resource Management Planning	(8.6)	-
BLM, Challenge Cost Share	(9.5)	-
BLM, Construction	(6.4)	(1.0)
Fish & Wildlife Service Operations	(65.2)	(62.2)
Fish & Wildlife Service Grants	(168.4)	(160.7)
<i>Cooperative Endangered Species Conservation Fund (non-LWCF)</i>	(26.5)	(26.4)
<i>North American Wetlands Conservation Fund</i>	(47.6)	(42.6)
<i>Neotropical Migratory Bird Conservation Fund</i>	(0.6)	(0.4)
<i>Multinational Species Conservation Fund</i>	(3.6)	(2.1)
<i>State and Tribal Wildlife Grants</i>	(90.0)	(90.0)
NPS, Operation of the NPS, Resource Stewardship	(6.2)	(12.3)
NPS, Operation of the NPS, Visitors Services	(1.2)	(14.4)
NPS, Operation of the NPS, Park Protection	(2.3)	(6.1)
NPS, Operation of the NPS, Facility Operations & Maintenance	(10.4)	(10.9)
NPS, Operation of the NPS, Park Support	(3.8)	(0.2)
NPS Park Partnership Project Grants	(15.0)	(5.0)
NPS Preserve American Grants	(4.6)	-
NPS Statutory or contractual aid	(5.9)	-
NPS Save America's Treasures	(25.0)	-
NPS Construction & Maintenance	(33.9)	-
NPS Housing	(2.0)	-
NPS Planning, Construction	(1.1)	-
<i>EPA Homeland Security</i>	(14.0)	-
<i>EPA Rent, Operations, and Administration</i>	(2.4)	-
<i>EPA Research: Clean Water</i>	(3.0)	(13.0)
<i>EPA: Human Health and Ecosystems</i>	(14.0)	(23.5)
<i>EPA Research: Sustainability</i>	(2.0)	-
<i>EPA Air Toxics and Quality</i>	(8.0)	(26.7)
<i>EPA Enforcement and Compliance</i>	(20.0)	(35.9)
<i>EPA Great Lakes Initiative</i>	(250.0)	(75.0)
<i>EPA Puget Sound</i>	(30.0)	-

EPA Chesapeake Bay	(10.0)	(23.0)
EPA San Francisco Bay	(2.0)	-
EPA Long Island Sound	(4.0)	-
EPA Gulf of Mexico	(1.5)	-
EPA Lake Champlain	(2.6)	-
EPA Geographic Other	(2.1)	-
EPA Homeland Security	(8.4)	-
EPA Information Exchange	(4.0)	(16.4)
EPA Regulatory review	(8.7)	(15.5)
EPA National Estuary Program	(5.6)	(0.3)
EPA Water Quality Protection	(10.0)	(28.0)
EPA Superfund	(32.8)	(19.3)
EPA Leaking Underground Storage Tanks	(7.0)	(7.1)
EPA Clean Water SRF	(1410.0)	(1310.0)
EPA Drinking Water SRF	(557.0)	(457.0)
EPA Alaska Native Villages	(3.0)	-
EPA Brownfields	(30.0)	(68.3)
EPA Diesel Emissions grants	(10.0)	(10.0)
EPA Targeted Airshed Grants	(20.0)	-
EPA Mexico Border	(7.0)	-
EPA Rescission	(260.0)	(290.0)
EPA Categorical Grants	(60.0)	(220.2)
FS Forest & Rangeland Research, FIA	(5.0)	-
FS Forest & Rangeland Research, R&D	(9.8)	(7.1)
FS Urban & Community Forestry	(2.7)	(4.7)
FS International Forestry	(2.4)	(1.8)
FS National Forest System, Land Management Planning	(7.5)	(7.5)
FS National Forest System, Recreation, Heritage & Wilderness	(8.5)	(16.5)
FS Capital Improvements & Maintenance, Facilities Maintenance	(6.2)	-
FS Capital Improvements & Maintenance, Roads	(2.5)	-
FS Capital Improvements & Maintenance, Trail Construction	(1.7)	-
FS Capital Improvements & Maintenance, Legacy Road & Trail Remediation	(39.6)	-
National Institute of Environmental Health Sciences	(1.7)	(4.2)
Agency for Toxic Substances and Disease Registry	(2.8)	(2.3)

Council on Environmental Quality	(0.3)	(0.6)
Chemical Safety and Hazard Investigation Board	(0.3)	-
Smithsonian Institution, Tropical Research Institute	(1.3)	(1.6)
Smithsonian Institution, Legacy Fund	(30.0)	-
National Gallery of Art, Repair, Restoration & Renovation of Buildings	(8.0)	-
John F. Kennedy Center	(4.0)	(1.0)
Woodrow Wilson Intl. Center for Scholars	(2.4)	(0.1)
Labor, Health and Human Services, Education		
Department of Labor - Program Adjustments	(2929.1)	(2840.6)
Employment and Training Administration		
Training and Employment Services		
Grants to States	(1397.4)	(1606.0)
Youthbuild	(102.5)	(120.0)
Green Jobs Innovation Fund	(40.0)	(85.0)
Career Pathways Innovation Fund	(125.0)	-
Re-integration of Ex-offenders	(108.5)	(98.0)
Workforce Data Quality Initiative	(12.5)	(13.8)
H1B Rescission Scoring	50.0	-
Earnings	(48.9)	-
Dislocated Worker Assistance State Grants (rescission)	(65.0)	(65.0)
Dislocated Worker Assistance National Reserve (rescission)	(100.0)	(100.0)
Evaluation (rescission)	(10.0)	(10.0)
Community Service Employment for Older Americans	(525.0)	(300.0)
Occupational Safety and Health Administration		
Safety and Health Standards	(3.0)	(3.0)
Federal Enforcement	(41.3)	(41.3)
State Programs	(14.9)	(14.9)
Technical Support	(4.2)	(4.2)
Safety and Health Statistics	(34.9)	(34.9)
Executive Direction and Administration	(0.7)	(0.7)
Mine Safety and Health Administration		-
Salaries and Expenses	(1.5)	-
Departmental Management		
Salaries and Expenses	(40.0)	(40.0)
Office of Job Corps (rescission)	(300.0)	(300.0)

Working Capital Fund (Investment in Reinvention Fund) (rescission)	(3.9)	(3.9)	(8996.8)
Department of Health and Human Services - Program Adjustments		(8520.5)	(1290.0)
Community Health Centers		(1000.0)	(75.0)
State Health Access Grant Program		(75.0)	(173.6)
National Health Service Corps		(141.9)	(61.1)
Maternal and Child Health Block Grant		(50.0)	(327.4)
Family Planning		(317.5)	(27.3)
Poison Control		(27.3)	(386.1)
Health Professions		(145.1)	(5.0)
Patient Navigator		(5.0)	(0.5)
Congenital Disabilities		(0.5)	-
Delta Health (earmark)		(35.0)	-
Denali Commission (earmark)		(10.0)	-
Native Hawaiian Healthcare (earmark)		(14.0)	-
Earmarks		(338.0)	-
Organ Transplantation		(1.0)	(1.0)
Centers for Disease Control and Prevention			
Buildings and Facilities (updated)		(69.2)	-
Immunization and Respiratory Diseases		(156.3)	(17.3)
Global Health		(32.2)	(55.8)
Public Health Preparedness and Response		(269.1)	-
Earmarks		(20.6)	-
General Reduction		(850.0)	(850.0)
National Institutes of Health			
Eliminate Global AIDS Transfer		(300.0)	(300.0)
Eliminate Project BioShield Special Reserve Fund Transfer		(304.0)	(304.0)
Buildings and Facilities		(77.3)	(0.1)
Non-Competing Grants Inflation (GP)		(260.0)	(260.0)
Office of the Director (Common Fund)		(48.5)	(66.0)
General Reduction to 2008 levels		(639.5)	(639.5)
Substance Abuse and Mental Health Services Administration			
St. Elizabeth's Testing/Remediation		(0.8)	-
Mental Health PRNS		(2.9)	(15.6)
Substance Abuse Treatment PRNS		(3.0)	(37.1)
Substance Abuse Prevention PRNS		(8.3)	(29.1)

General Reduction	(200.0)	(200.0)
Earmarks	(14.5)	-
Centers for Medicare and Medicaid Services		
Underexecution of Personal Pay	(26.0)	(26.0)
Program Efficiency Reduction due to ACA (aka ObamaCare)	(340.0)	(360.7)
Research, Demonstration and Evaluation	(32.5)	(37.7)
Medicare contracting reform	(56.5)	(56.5)
Earmarks	(3.1)	-
Administration on Children and Families		
Low Income Home Energy Assistance Program - Contingency Fund	(390.3)	(590.0)
Community Services Block Grant (Grants to States)	(305.0)	(305.0)
Community Services Block Grant (Economic Development)	(36.0)	(36.0)
Head Start	(1083.0)	(2072.2)
Program Direction	(23.9)	(37.8)
Mentoring Children of Prisoners	(49.3)	(49.3)
Earmarks	(20.8)	-
Child Care Development Block Grant General Reduction	(39.0)	(39.0)
Childcare Aware Tollfree Hotline (earmark)	(1.0)	-
Refugee and Entrant Assistance Prior Year Balances (rescission)	(76.0)	(76.0)
Administration on Aging		
Program Efficiency Reduction due to ACA (aka ObamaCare)	(65.0)	(65.0)
Earmarks	(6.0)	-
Office of the Secretary		
Earmarks	(1.7)	-
Teen Pregnancy Prevention Community Grants	(110.0)	(129.2)
Afghanistan	(5.8)	-
Reduce annual flu funding	(12.6)	-
Eliminate no-year flu funding	(276.0)	-
Parklawn lease expiration	(34.6)	-
Medical Countermeasures Dispensing	(10.0)	(10.0)
H1N1 Flu Balances (emergency rescission; non add)	(1397.4)	(1397.4)
Department of Education - Program Adjustments	(4899.1)	15927.1
Title I	(693.5)	147.2
Even Start	(66.5)	-
Striving Readers	(250.0)	-

Striving Readers (rescission)	(189.0)	(189.0)
High School Graduation Initiative	(50.0)	-
Literacy Through School Libraries	(19.1)	-
Education Technology State Grants	(100.0)	-
Foreign Language Assistance	(26.9)	-
21st Century Community Learning Centers	(100.0)	(100.0)
Mathematics and Science Partnerships (new cut)	(180.5)	-
Alaska Native Educational Equity (earmark)	(33.3)	(33.3)
Education for Native Hawaiians (earmark)	(34.3)	(34.3)
New Leaders/New Schools (earmark)	(5.0)	-
Teaching American History	(119.0)	-
School Leadership	(29.2)	-
Fund for the Improvement of Education	(271.6)	(27.3)
National Writing Project (earmark)	(25.6)	-
Teach for America (earmark)	(18.0)	-
Close Up (earmark)	(1.9)	-
National Board for Professional Teaching Standards (earmark)	(10.6)	-
Ready-to-Learn Television	(27.3)	-
Civic Education (including earmarks)	(35.0)	-
Elementary and Secondary School Counseling	(55.0)	-
Alcohol Abuse Reduction	(32.7)	-
Carol M. White Physical Education Program	(79.0)	-
Special Olympics (earmark)	(8.1)	(10.0)
Part B Grants to States	(557.7)	(33.0)
Recordings for the Blind and Dyslexic (earmark)	(13.3)	(10.5)
WETA Reading Rockets (earmark)	(0.7)	-
Projects with Industry	(19.2)	-
Supported Employment State Grants	(29.2)	-
Earmarks for Rehabilitation Services and Disability Research	(5.1)	-
Smaller Learning Communities	(88.0)	-
State Grants for Incarcerated Youth	(17.2)	(17.2)
Tech Prep State Grants	(102.9)	-
Pell Grant	-	17495.0
Federal Supplemental Educational Opportunity Grants	(757.5)	(757.5)

Leveraging Educational Assistance Partnerships	(63.9)	-
Byrd Honors Scholarships	(42.0)	-
Hispanic Serving Institutions	(100.0)	(105.9)
Strengthening Historically Black Colleges and Universities	(85.0)	(98.3)
Strengthening Predominantly Black Institutions	(10.8)	(11.3)
Asian American Pacific Islander	(3.6)	(3.8)
Strengthening Tribal Colleges	(30.2)	(31.7)
Strengthening Native American-Serving Nontribal Institutions	(3.6)	(3.8)
Loan Repayment for Civil Legal Assistance Attorneys	(5.0)	-
TRIO	(24.9)	(24.9)
Gear-Up	(19.8)	(19.8)
Teacher Quality Partnerships	(43.0)	-
Programs for BA Degrees in STEM and Critical Foreign Lang.	(1.1)	-
Programs for MA Degrees in STEM and Critical Foreign Lang.	(1.1)	-
Underground Railroad	(1.9)	-
Demonstration in Disabilities	(6.8)	(6.8)
BJ Stupak Olympic Scholarships (earmark)	(1.0)	-
Alaska native/Hawaiian Serving Institutions (earmark)	(15.1)	-
Fund for the Improvement of Postsecondary Education	(58.0)	(64.0)
Thurgood Marshall Scholarships (earmark)	(3.0)	(3.0)
Tribally-Controlled Postsecondary Voc Institutions (earmark)	(8.2)	(8.2)
Academic Competitiveness/SMART Grants (rescission)	(89.0)	(53.0)
Earmarks	(101.5)	-
Statewide Data Systems	(58.3)	(65.0)
Regional Laboratories	(70.7)	(69.7)
Related Agencies - Program Adjustments	(1807.8)	(2376.6)
Corporation for National and Community Service	(1024.0)	(1288.6)
Corporation for Public Broadcasting (rescission)	(86.0)	(36.0)
Institute of Museum and Library Services	(16.4)	-
National Labor Relations Board	(50.0)	(53.7)
Medicare Payment Advisory Committee	0.7	(0.7)
Railroad Retirement Board	(7.0)	-
Social Security Administration	(625.0)	(997.6)
Legislative Branch		
Senate	-	(220.0)

House	(80.7)	(130.7)
Joint Items	(1.2)	(1.3)
Capitol Police	12.5	(44.7)
Office of Compliance	0.3	(0.6)
Congressional Budget Office	(2.4)	(4.5)
Architect of the Capitol	(28.7)	(77.9)
(excluding Senate)	(28.7)	(48.2)
Library of Congress	(40.8)	(72.2)
Government Printing Office	(12.1)	(31.2)
Government Accountability Office	(34.0)	(78.3)
Open World Leadership Center	(6.9)	(8.9)
Stennis Center for Public Service	(0.4)	(0.4)
CBO Scoring Adjustment (Rounding)	3.0	1.0
Military Construction, Veterans Affairs		
Military Construction		
Reduction of museum operations support building	-	(74.8)
Rescission of prior year excess funding including bid saving	-	(429.5)
Guam Construction	-	(391.0)
BRAC 1990	(136.0)	0.0
BRAC 2005	(5100.0)	(200.0)
Veterans Affairs		
Major Construction	(43.0)	-
Minor Construction	(235.0)	-
Long-term Care Facilities	(15.0)	-
Information Technology	(277.0)	(277.0)
General Operating Expense, Office of the Secretary	-	(42.0)
Research	-	(9.0)
Related Agencies		
United States Court of Appeals for Veterans Claims	-	(63.0)
Armed Forces Retirement Home	(62.8)	-
State, Foreign Operations		
Diplomatic and Consular Programs*	156.5	(1158.7)
Civilian Stabilization Initiative	(103.0)	(137.0)
Educational and Cultural Exchange Programs	(133.7)	(131.9)
Terminates Buying Power Maintenance Account	(8.5)	-

Contributions to International Organizations (CIO)	(166.1)	(79.0)
Contributions for International Peacekeeping Activities, current year (CIPA)	(226.5)	(283.8)
Broadcasting Board of Governors	(49.9)	(72.2)
Operating Expenses of US AID	(120.9)	(204.6)
Global Health and Child Survival	(783.5)	(1517.5)
Development Assistance (DA)	(746.2)	(1207.1)
International Disaster Assistance	(415.3)	(431.0)
Terminates the Complex Crises Fund	(50.0)	(100.0)
Economic Support Fund	(630.4)	(2105.4)
Terminates International Fund for Ireland	(17.0)	-
Peace Corps	(69.2)	(115.4)
Millennium Challenge Corporation (MCC)	(315.0)	(489.7)
Debt Restructuring	(29.9)	(39.9)
International Organizations and Programs (IO&P)	(84.1)	(40.7)
International Financial Institutions	(892.0)	(1805.5)

*Diplomatic and Consular program number does not include \$374 million advance funding in FY2009 Supplemental for FY2010 activities. If the \$374 million is included, the CR is \$98 million below FY2010.

Transportation, HUD


National Infrastructure Innovation Fund	-	(4000)
FAA Operations	173.0	(270.0)
Project Based Rental Assistance	715.5	(109.0)
FHA, MMIP Admin Expenses	18.0	(7.6)
Amtrak OIG, S&E	0.5	(2.5)
MARAD, Operations and Training	6.0	(8.6)
HUD WCF / IT Investments	51.0	(319.0)
National Infrastructure Investments	(600.0)	-
FAA Facilities and Equipment	(422.2)	(456.0)
FAA Research, Engineering and Development	(43.7)	(43.2)
FHWA General Fund Addition	(650.0)	-
FHWA Surface Transportation Priorities	(292.8)	-
FTA, Capital Investment Grants	(430.9)	(253.0)
FTA, Energy Efficiency Grants	(75.0)	(53.7)
FRA, Railroad Safety Technology Program	(50.0)	-
FRA, Amtrak, Capital Grants	(151.6)	(202.0)
FRA, High Speed Rail	(2500.0)	(1000.0)
MARAD, Assistance to Small Shipyards	(15.0)	-

FTA, WMATA grants	(150.0)	(150.0)
FTA, Rail Line Relocation Program	(19.5)	-
OST, Missouri River Study	(2.0)	-
HUD, Transforming Rental Assistance	-	(350.0)
Tenant Based Rental Assistance	(104.1)	(1470.5)
Public Housing Operating	(149.0)	(203.0)
Public Housing Capital	(1072.0)	(616.4)
HOPE VI	(200.0)	(340.0)
Native American Housing Block Grants	(200.0)	(80.0)
Native Hawaiian Housing Block Grants	(13.0)	(10.0)
Community Development Fund	(2950.0)	(2880.1)
HOME Investment Partnerships Program	(175.0)	-
Housing Counseling Assistance	(87.5)	(88.0)
Energy Innovation Fund	(50.0)	-
Brownfields	(17.5)	-
Choice Neighborhoods	-	(250.0)
Office of Lead and Healthy Homes	(20.0)	(20.0)
Section 202	(551.0)	0.3
Section 811	(210.0)	(0.04)
FRA, High Speed Rail from FY 2010 (rescission)	(2475.0)	-
OST, TIGER 2 from FY 2010 (rescission)	(600.0)	-
Capital Investment Grants from FY 2010 (rescission)	(280.0)	-
Railroad Safety Technology Program (rescission)	(50.0)	-
Intercity Passenger Rail Grants (rescission)	(78.4)	-
FTA Energy Efficiency Grants (rescission)	(75.0)	-
Brownfields (rescission)	(17.3)	-
HOPEVI (rescission)	(198.0)	-
Sustainable Communities (rescission)	(130.0)	-
Energy Innovation Fund (rescission)	(49.5)	-
Defense		
Services' Military Personnel accounts	-	(191.0)
Unrequired enlistment/re-enlistment bonuses		
Services' Operation and Maintenance accounts	-	(415.7)
Historical under execution		
Army Procurement	-	(350.6)
Termination of the Non-Line-of-Sight Launch System		

Army RDT&E <i>Termination of the Non-Line-of-Sight Launch System</i>	-	(81.2)
Army Procurement <i>Pricing savings of Family of Medium Tactical Vehicles</i>	-	(224.7)
Army Procurement OCO <i>Pricing savings of Family of Medium Tactical Vehicles</i>	-	(126.3)
Navy Procurement <i>Pricing savings of EA-18G and F/A-18E/F aircraft</i>	-	(142.6)
Navy Procurement <i>Contract Delays in Joint Primary Aircraft Training System</i>	(230.0)	(235.0)
Air Force and Navy Procurement <i>Joint Strike Fighter (schedule slips/program restructures)</i>	-	(1524.6)
Air Force Procurement <i>Excessive carryover and funding requested ahead of need for Predator (MQ-1) and Reaper (MQ-9) UAVs</i>	-	(682.0)
Services' Operation and Maintenance accounts <i>Due to Working Capital Fund cash balances above the 10-day goal</i>	-	(1983.0)
Air Force Procurement <i>Unjustified cost increases for the Global Hawk (RQ-4) UAV</i>	-	(121.0)
Air Force Procurement <i>JSTARS (E-8) funding</i>	(68.7)	(182.0)
Defense-Wide Procurement <i>Production and contract delays of Terminal High Altitude Area Defense (THAAD) system</i>	-	(272.0)
Army RDT&E <i>Termination of the Manned Ground Vehicle</i>	-	(473.0)
Defense Health Program <i>TRICARE under-execution</i>	-	(236.0)
Air Force RDT&E <i>Termination of NPOESS</i>	-	(225.5)
Army Operation and Maintenance OCO <i>Identified excess reset requirements</i>	-	(1578.6)
Army and Air Force Operation and Maintenance OCO <i>Deployment levels below what was budgeted</i>	-	(2900.0)

Army Operation and Maintenance OCO <i>Authorized reduction to Commanders Emergency Response Program (CERP)</i>	-	(400.0)
Iraq Security Forces Fund to match authorized levels	-	(500.0)
Rescissions of unneeded prior year funds	-	(1113.5)




Preliminary Alternatives Analysis




THE ALTAMONT CORRIDOR RAIL PROJECT

Presentation to
California High Speed Rail Authority Board

February 3, 2011







1



Preliminary Alternatives Analysis

- ❖ Preliminary Alternatives Analysis Report posted at www.cahighspeedrail.ca.gov
- ❖ Evaluated alignment, station locations, and design options
- ❖ Initial alternatives presented to Board on May 6, 2010
- ❖ Preliminary Alternatives Analysis (AA) includes input and evaluation since May 2010
- ❖ Extensive agency and public outreach





Project Background

- ❖ Altamont Corridor studied by the Authority and identified as a candidate HST route to the Bay Area.
- ❖ Authority and the FRA selected Pacheco Pass via Gilroy as the route to connect the mainline of the HST network with San Francisco.
- ❖ Authority and FRA also found that an Altamont Corridor project would provide improved rail service between the Northern San Joaquin Valley and the Bay Area as a complementary regional rail service with a different purpose and need than the HST.



Project Background

- ❖ The Authority is partnering with regional and local agencies to pursue a regional joint-use rail project in the Altamont Corridor.
- ❖ The project would serve the Interstate 580 (I-580) corridor and reduce traffic along I-580 and Interstate 205 (I-205), which are the corridor's main east-west arteries.
- ❖ Would be a complementary regional corridor to the California HST System





Altamont Corridor Partnership Working Group

- ❖ The ACPWG brings together local partners for the purpose of identifying goals, objectives, and key features of a joint-use regional rail improvement in the Altamont Corridor.



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



TRI-VALLEY REGIONAL RAIL
POLICY ADVISORY COMMITTEE



Project Purpose and Need

- ❖ **Purpose**
 - Improve Regional Travel and Connectivity
 - Serve as Regional Complement to High Speed Network
 - Improve ACE to Serve as Regional Rail Provider
 - Implement Solution Consistent with Long-Range Regional Rail Planning
- ❖ **Need**
 - Interaction Between Central Valley and Bay Area
 - Regional Growth and Demographics
 - Regional Congestion
 - Travel Time
 - Air Quality and Protection of Natural Resources





Public Outreach and Scoping

❖ Public Scoping Meetings

- Scoping meetings in Stockton, Livermore, Fremont, and San José (November 2009)
- 104 comments, 30 route maps submitted

❖ Initial Alternatives

- Presented to Board on May 6, 2010

❖ Agency, Municipality, and Stakeholder Meetings

- Altamont Corridor Partnership Working Group
- Tri-Valley Regional Rail Policy Advisory Committee (PAC) meeting
- Alameda County Transportation Commission (ACTC)



Additional Alternatives Outreach

❖ Agency, Municipality, and Stakeholder Meetings (cont.)

- Local Government Technical Working Group
- City of Santa Clara Transportation Department
- San Joaquin County Board of Supervisors
- Stockton City Council
- Tracy City Council
- Environmental resource agencies (including USFWS and U.S. EPA)
- Livermore Area Parks and Recreation Parks District
- Association of General Contractors of California, Tracy Rotary Club, and Fremont Exchange Club





Alternatives Analysis Screening Criteria

❖ Meets Purpose and Need

❖ Design Objectives

- Maximize Ridership/Revenue Potential (time, length)
- Maximize Connectivity and Accessibility (connections)
- Minimize Costs

❖ Feasibility and Practicability

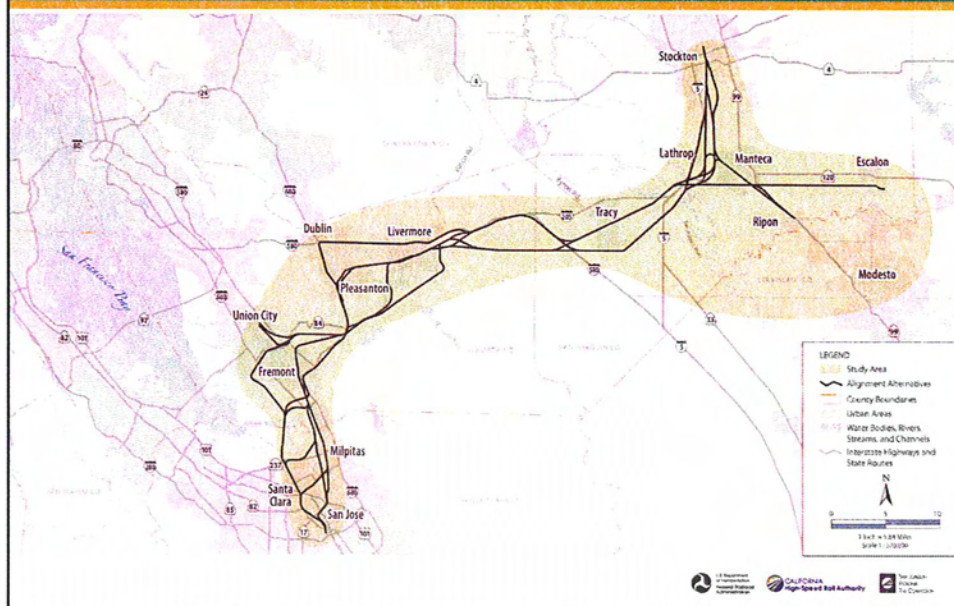
- Constructability
- Right of Way

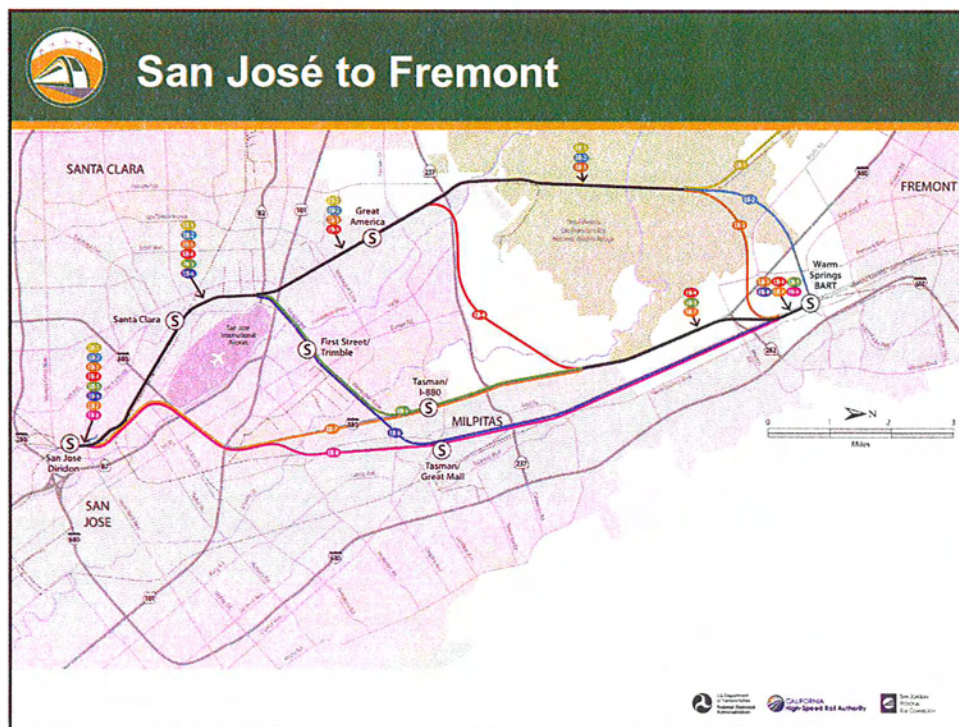
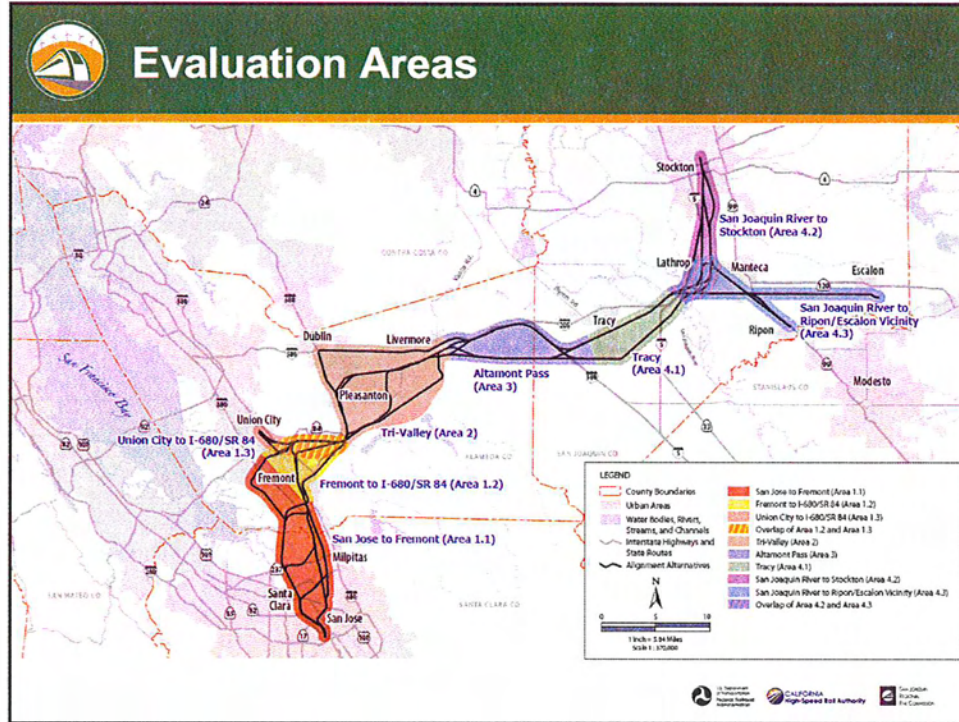
❖ Environmental Impact

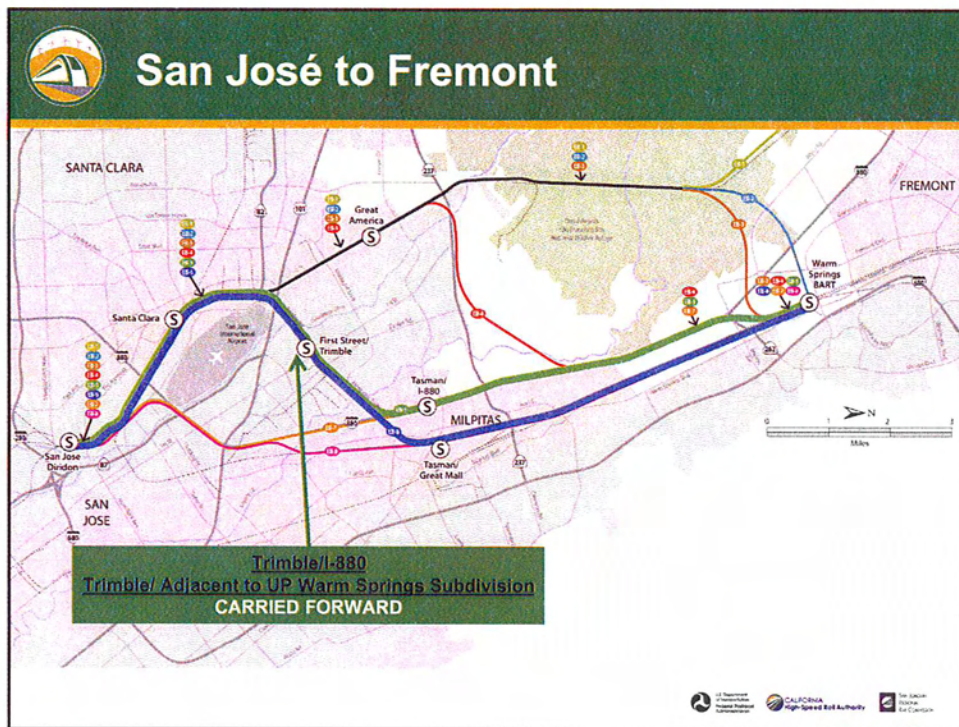
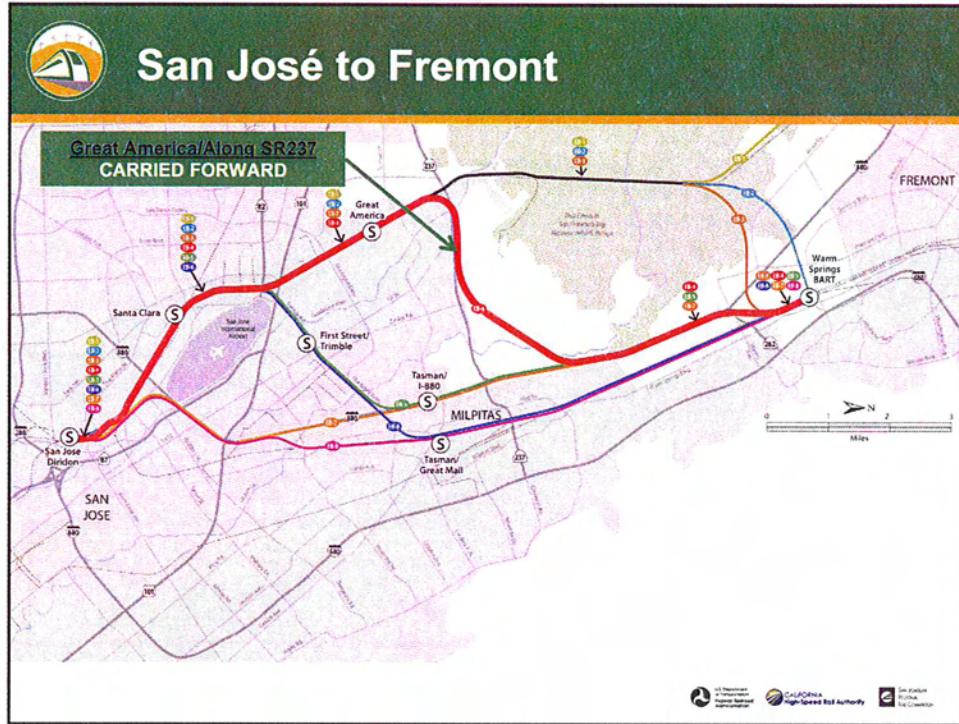
- Natural Resource Impacts
- Environmental Quality

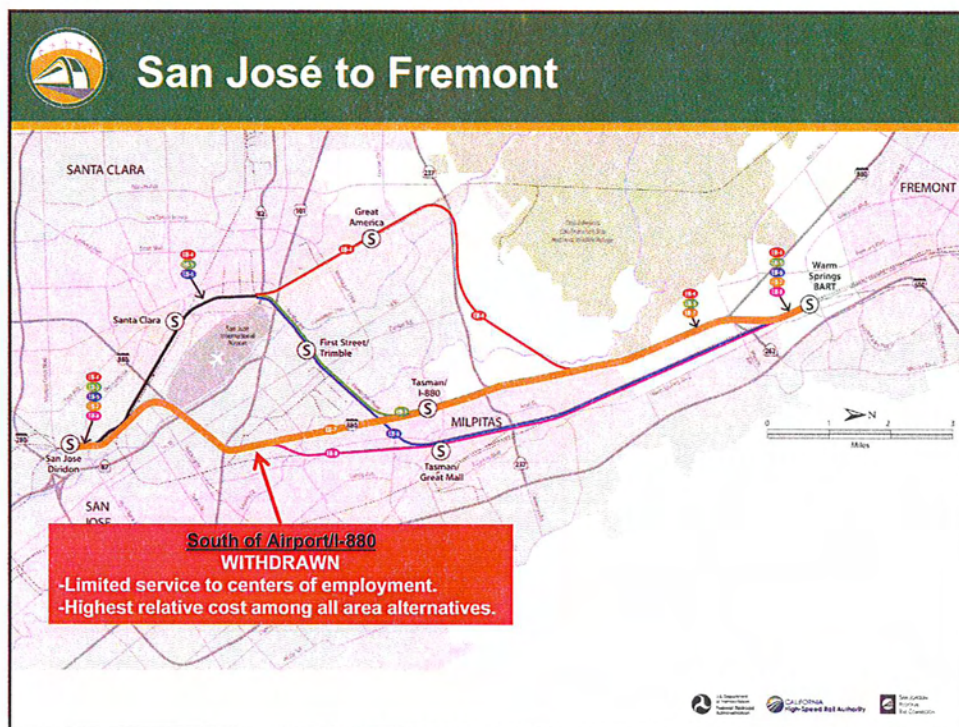
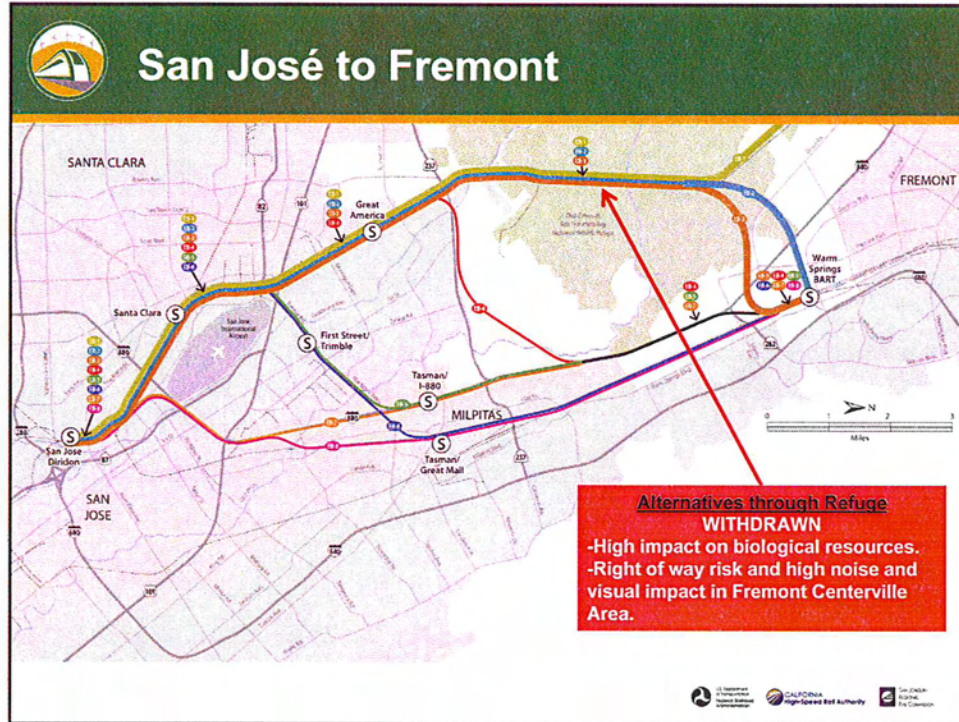


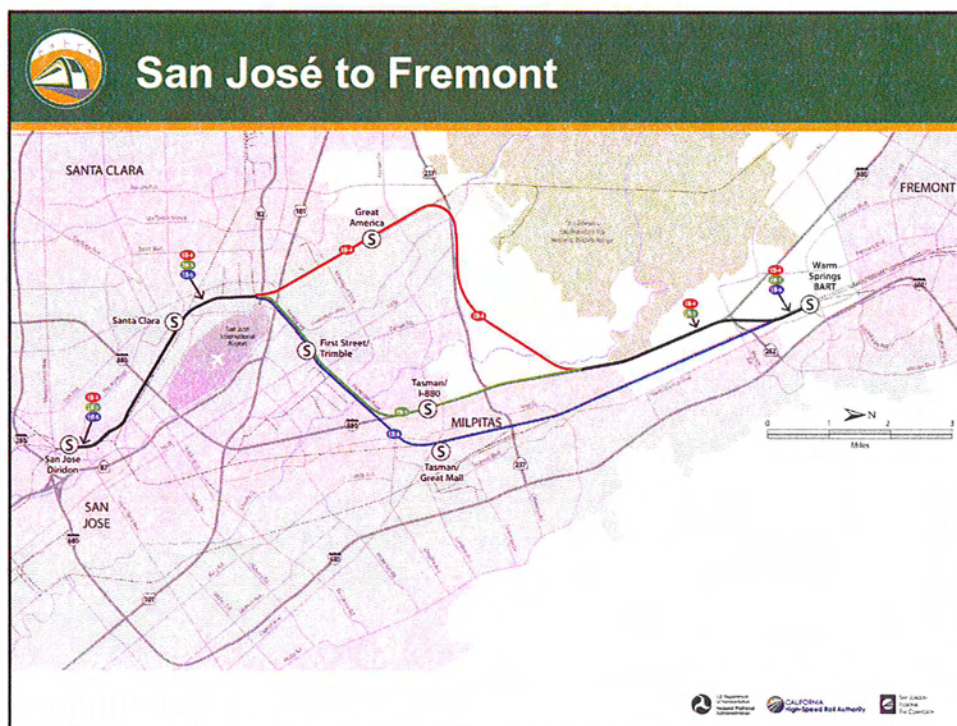
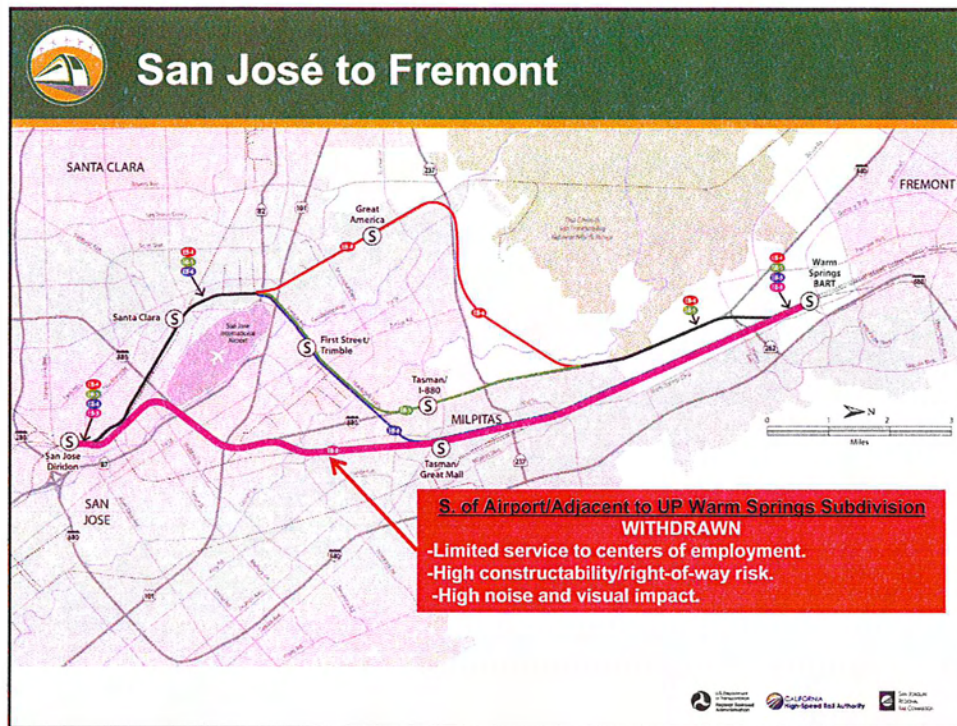
Project Study Area

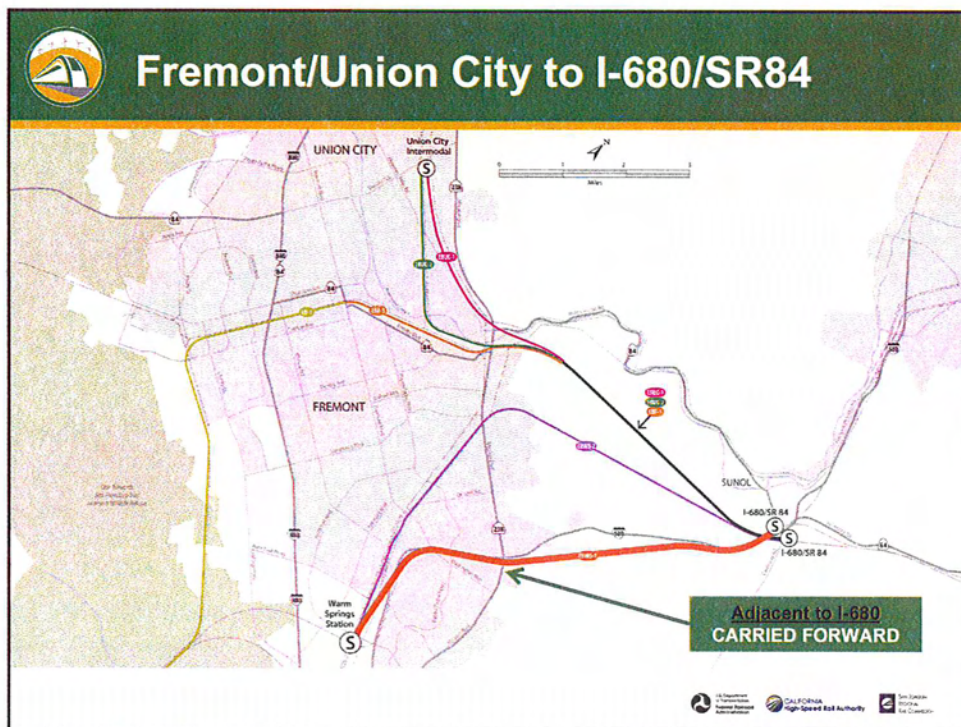
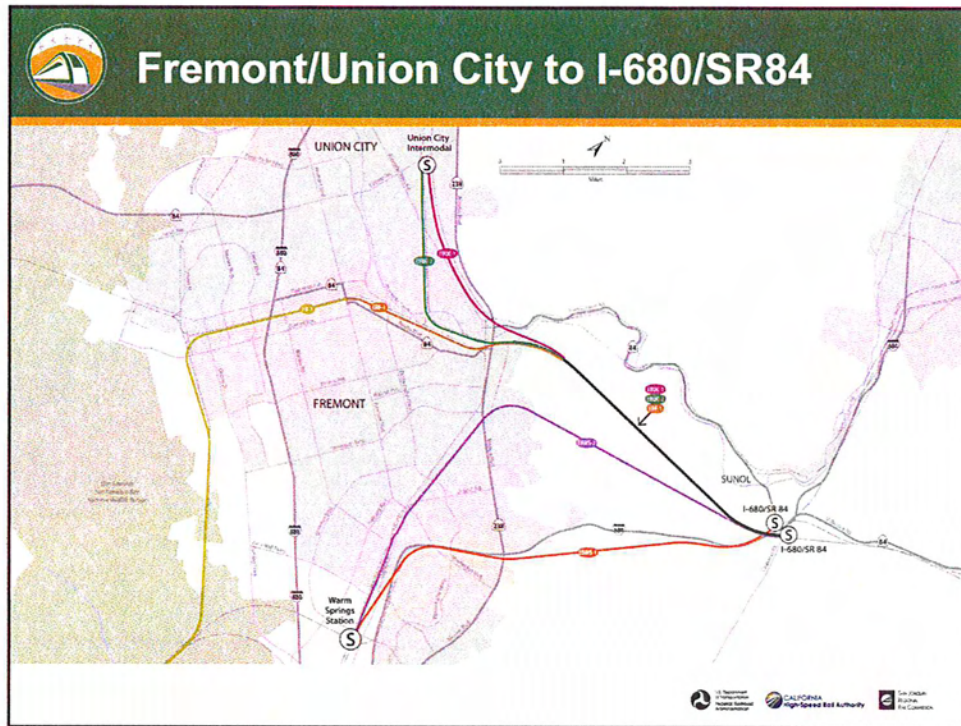


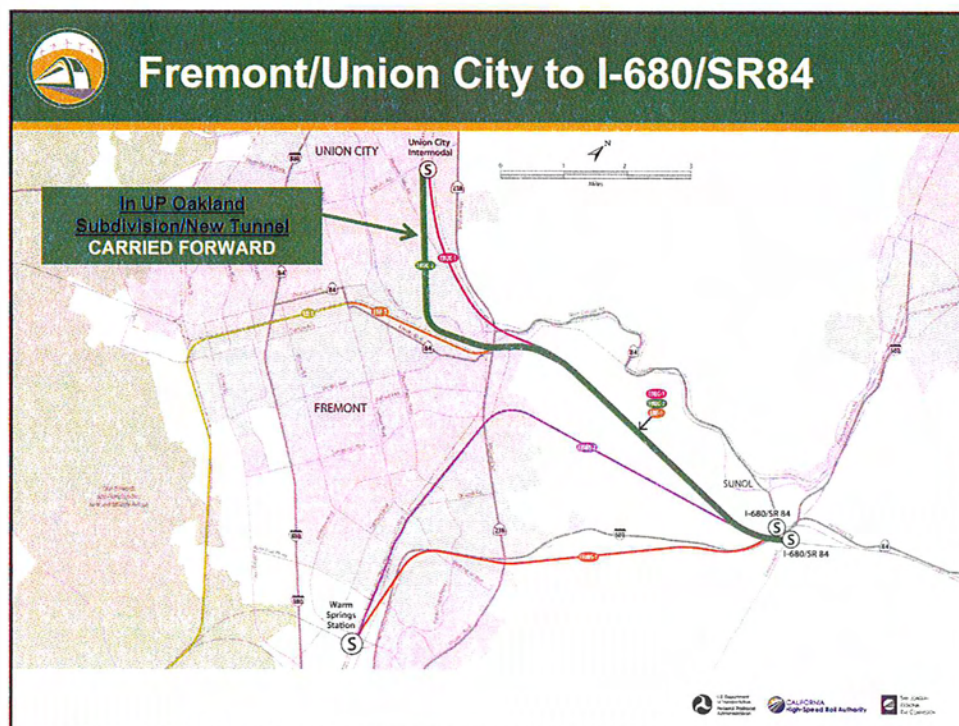
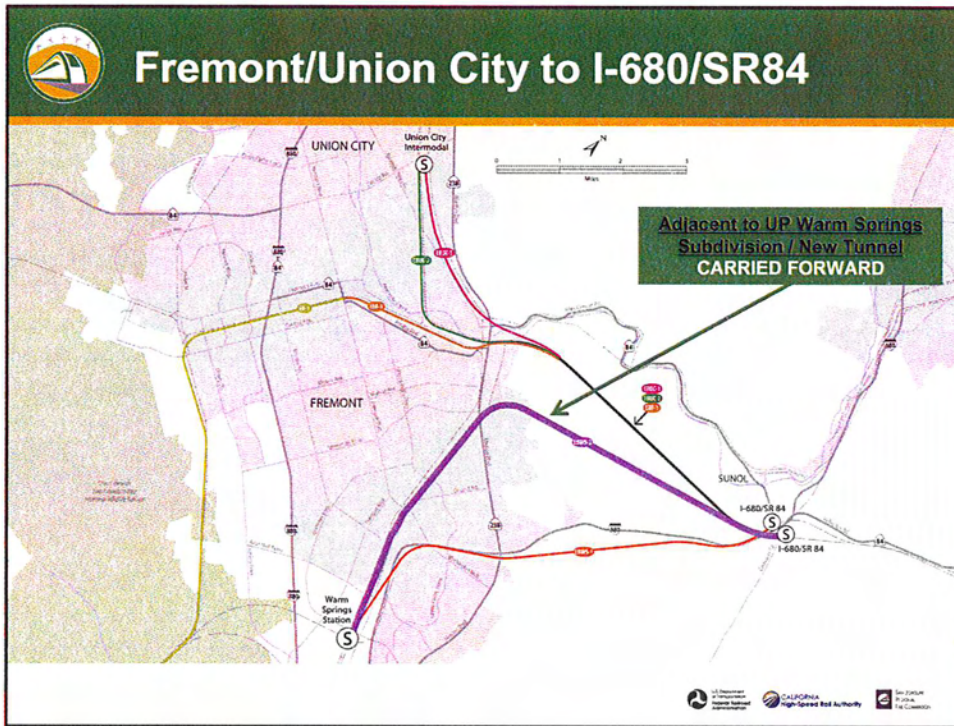


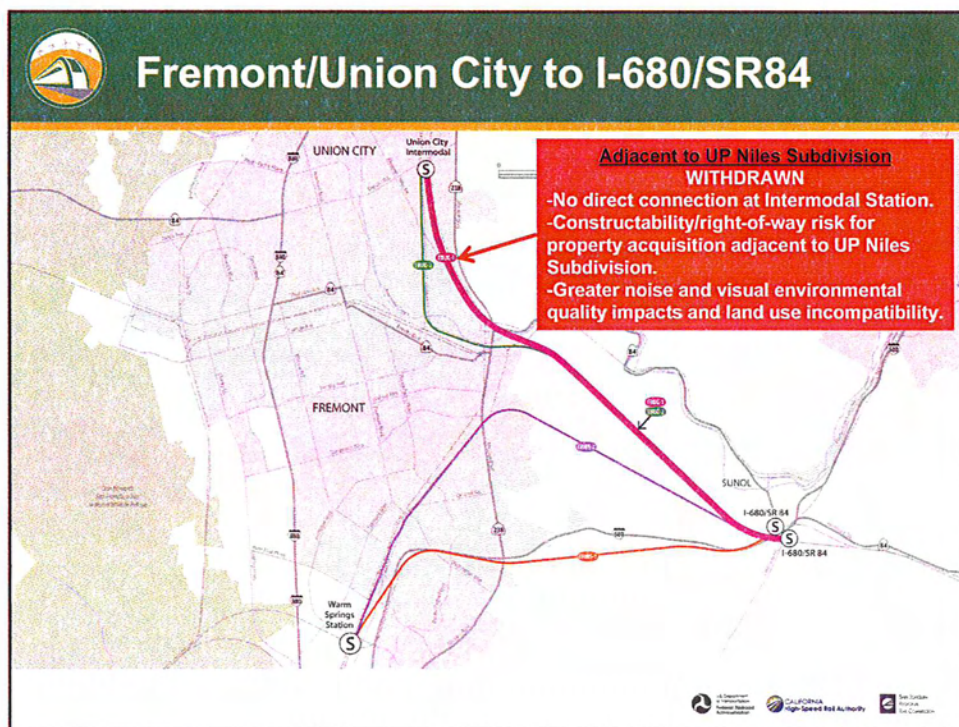
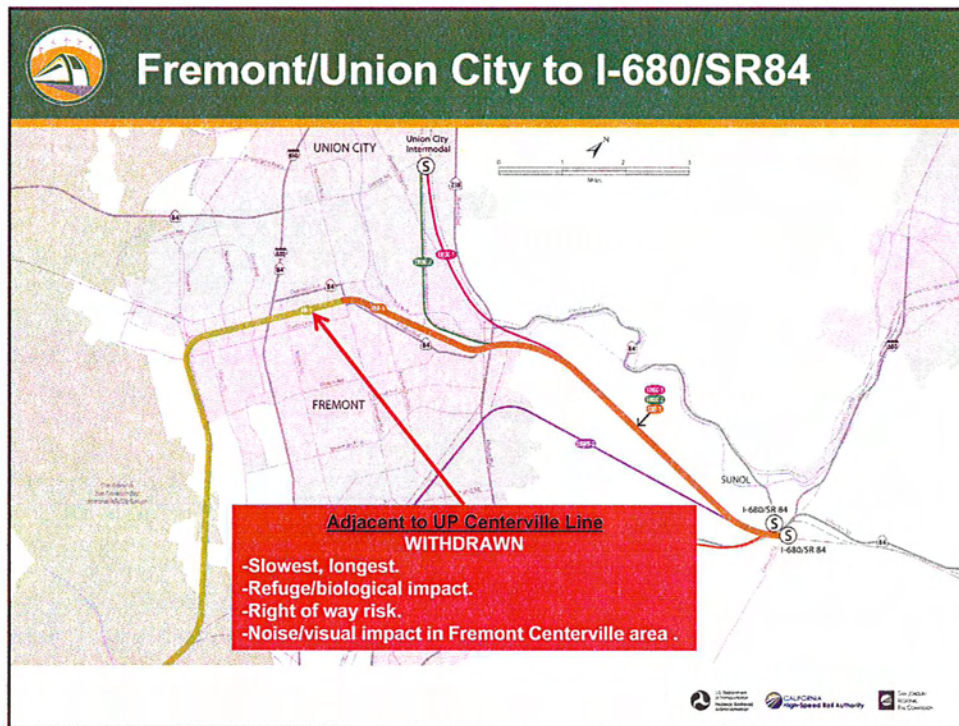


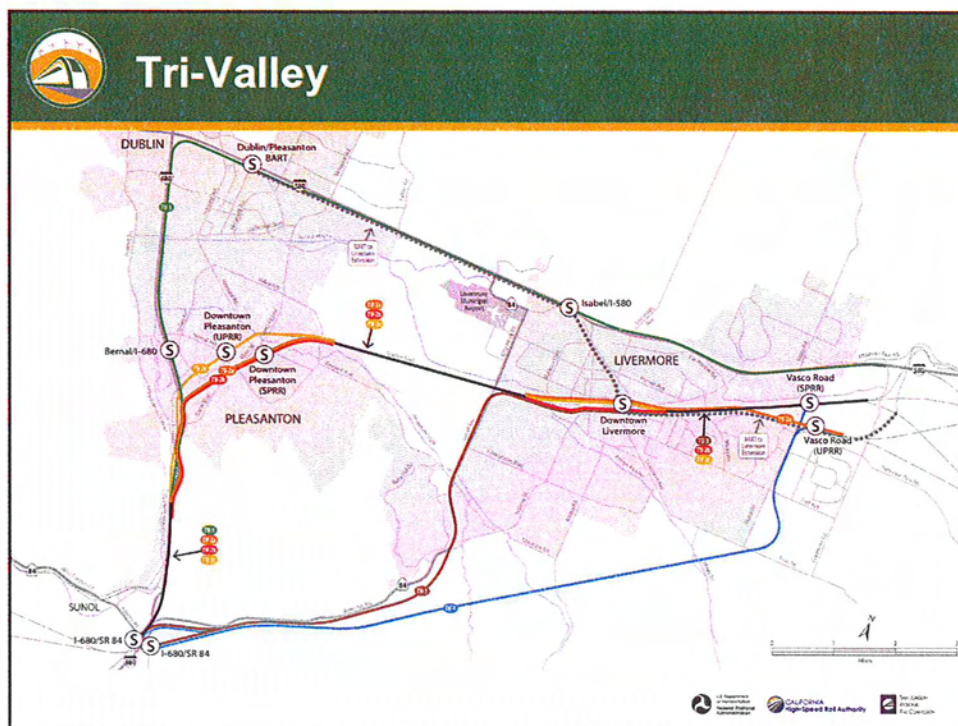
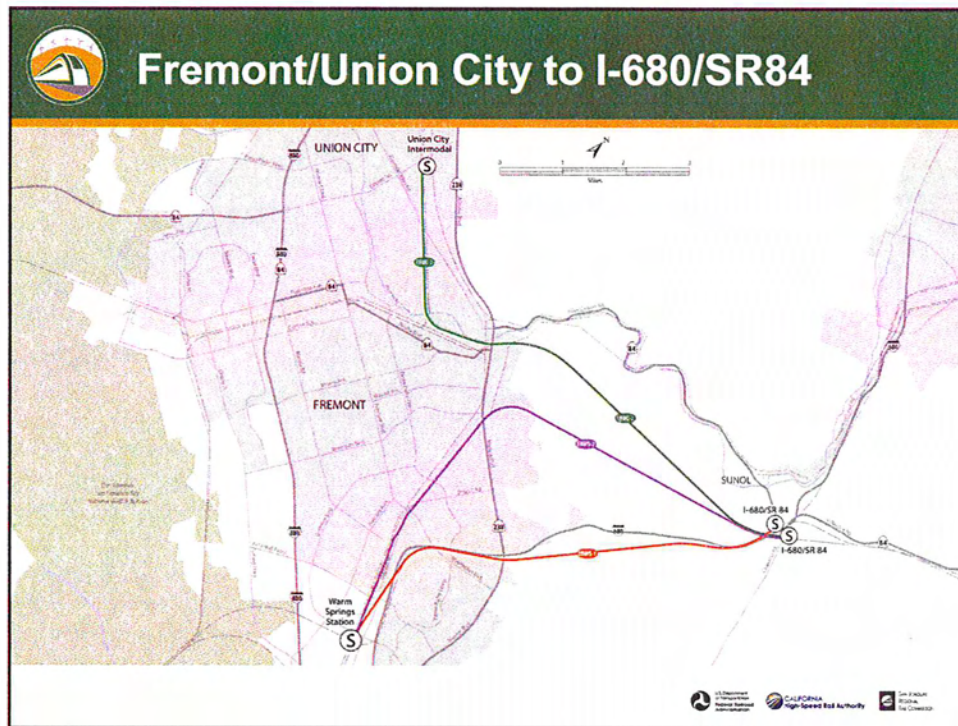


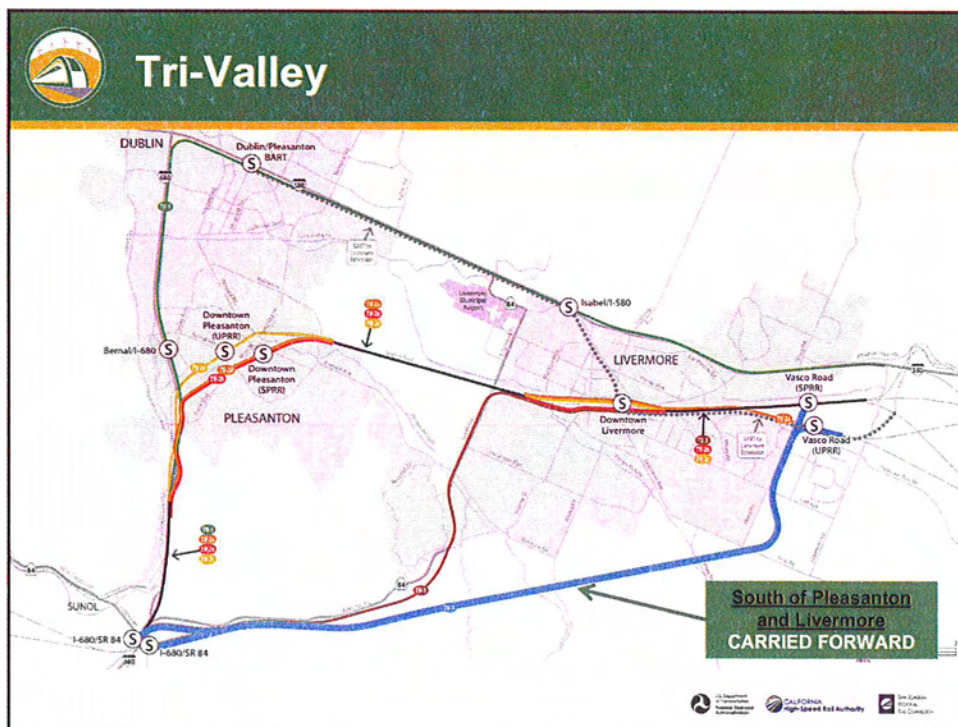
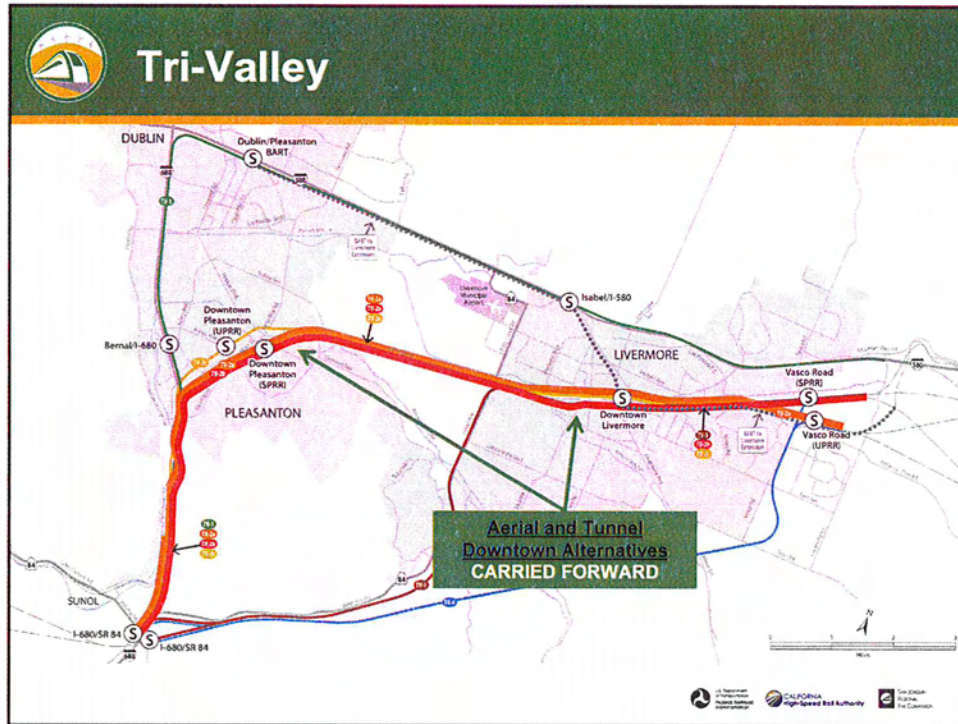


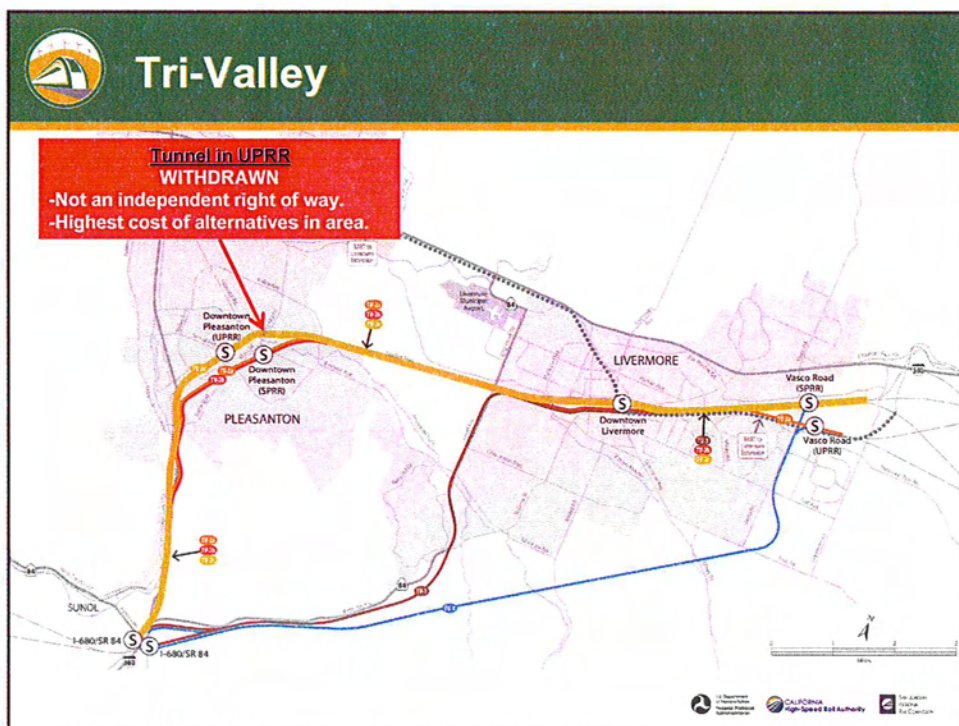
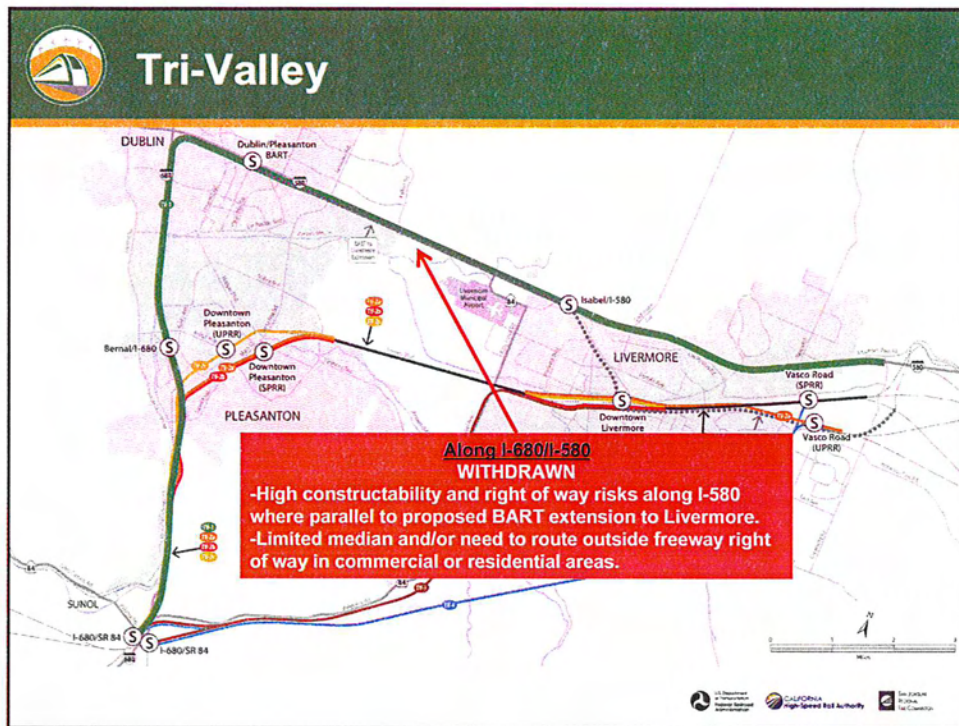


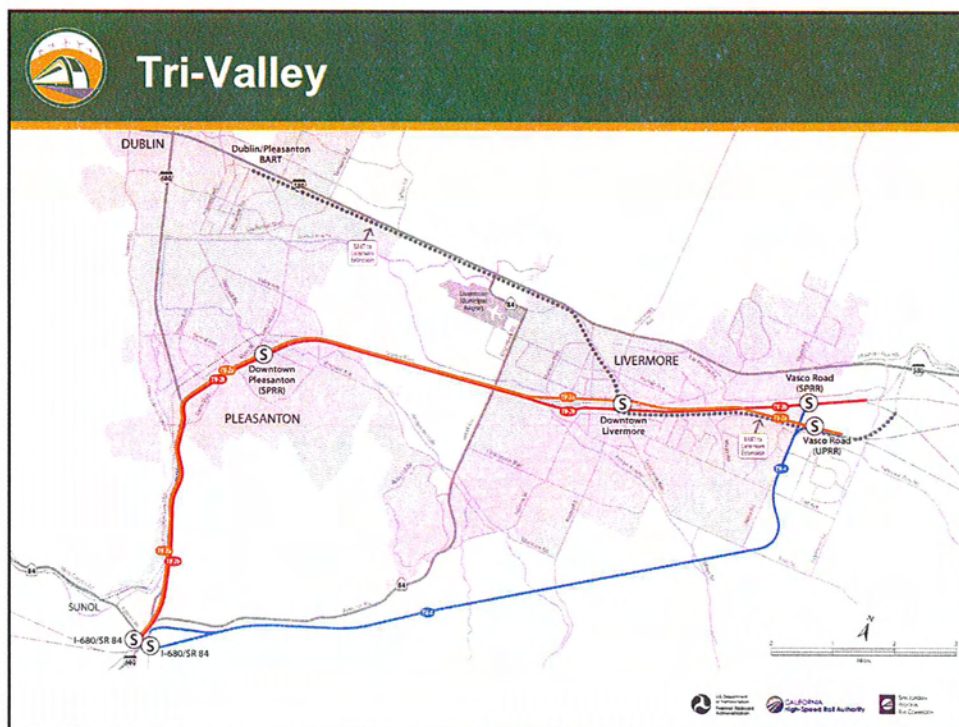
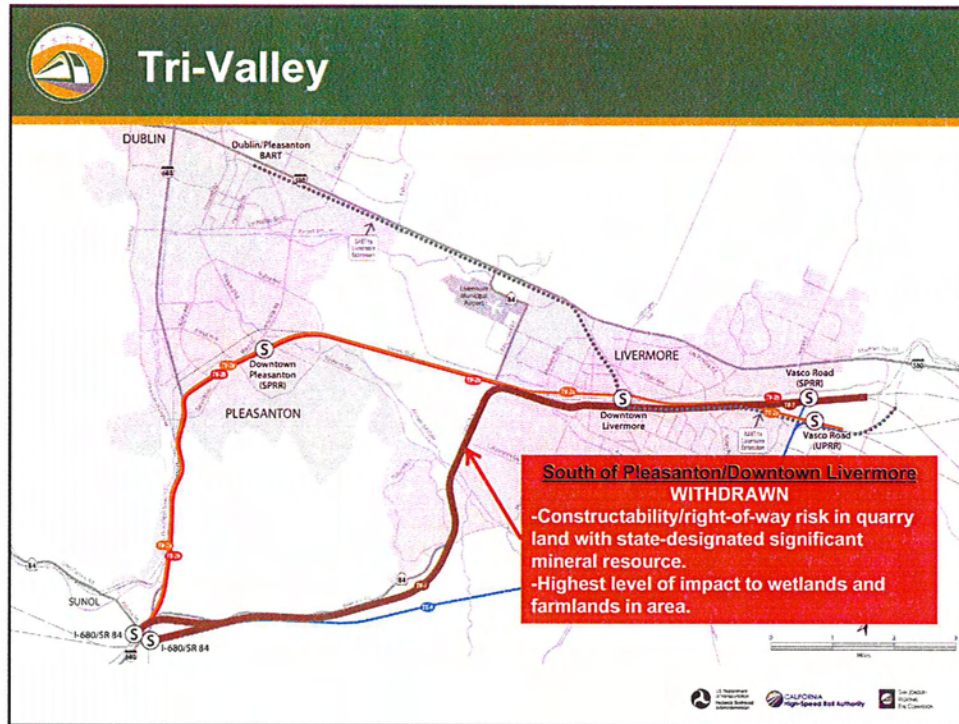


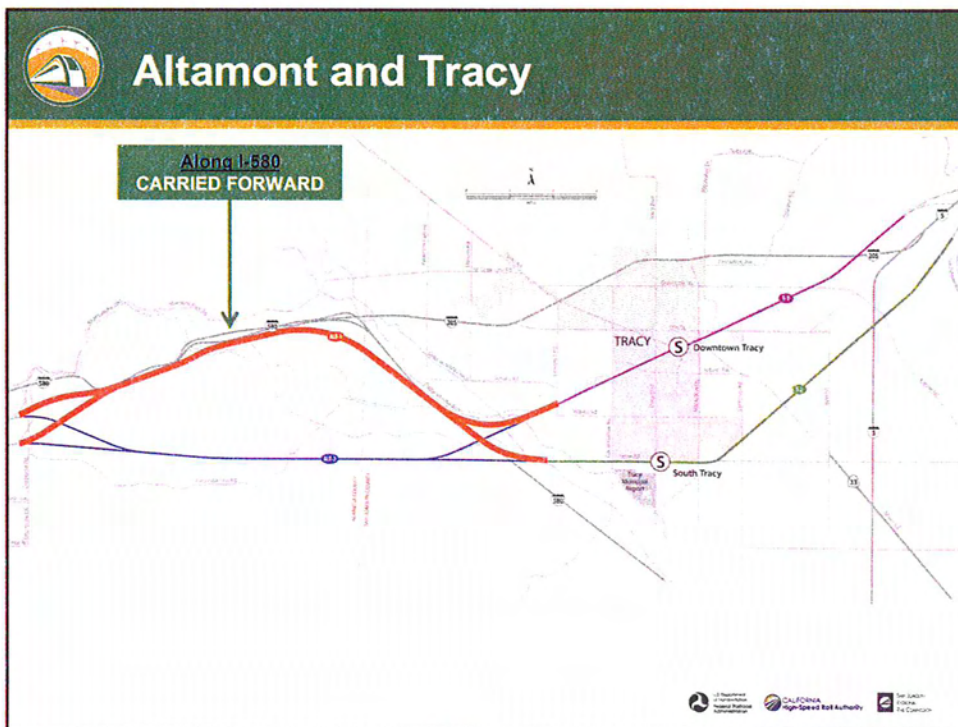
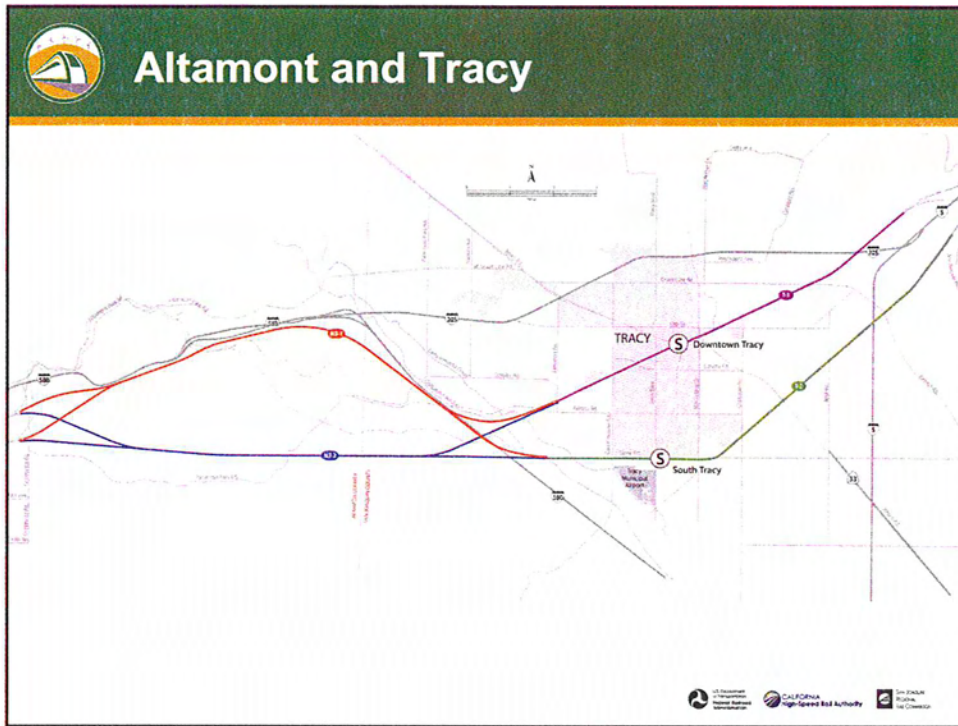


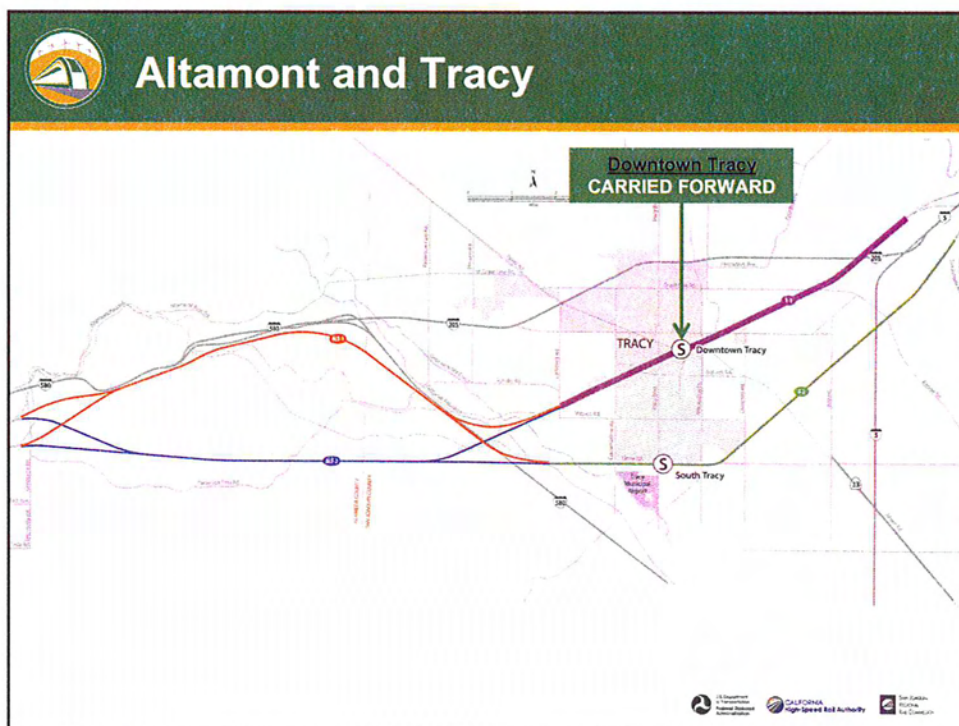
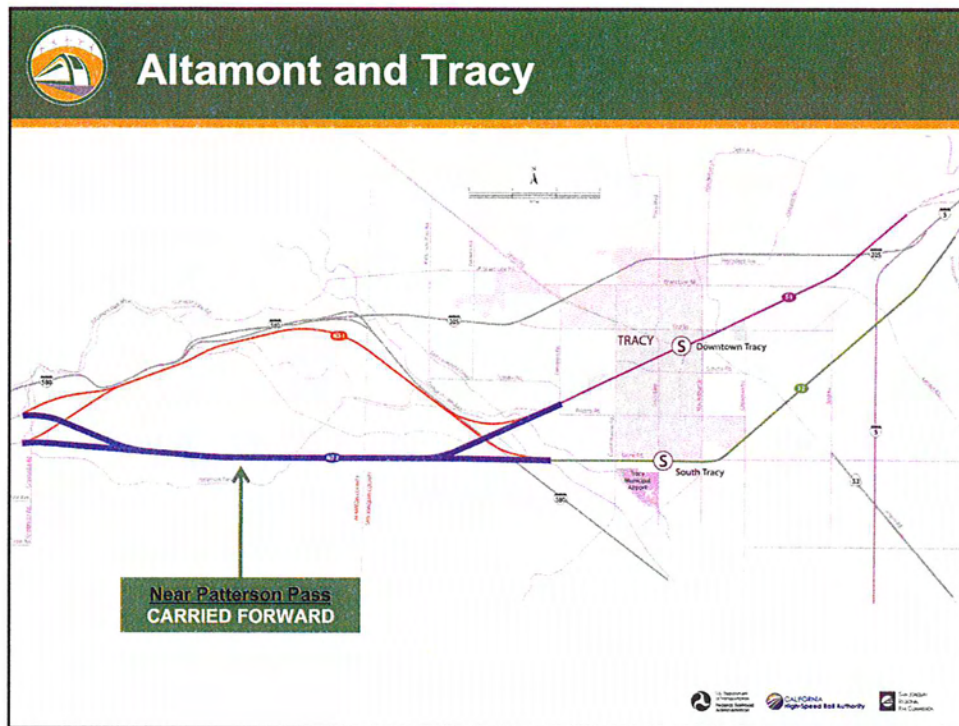


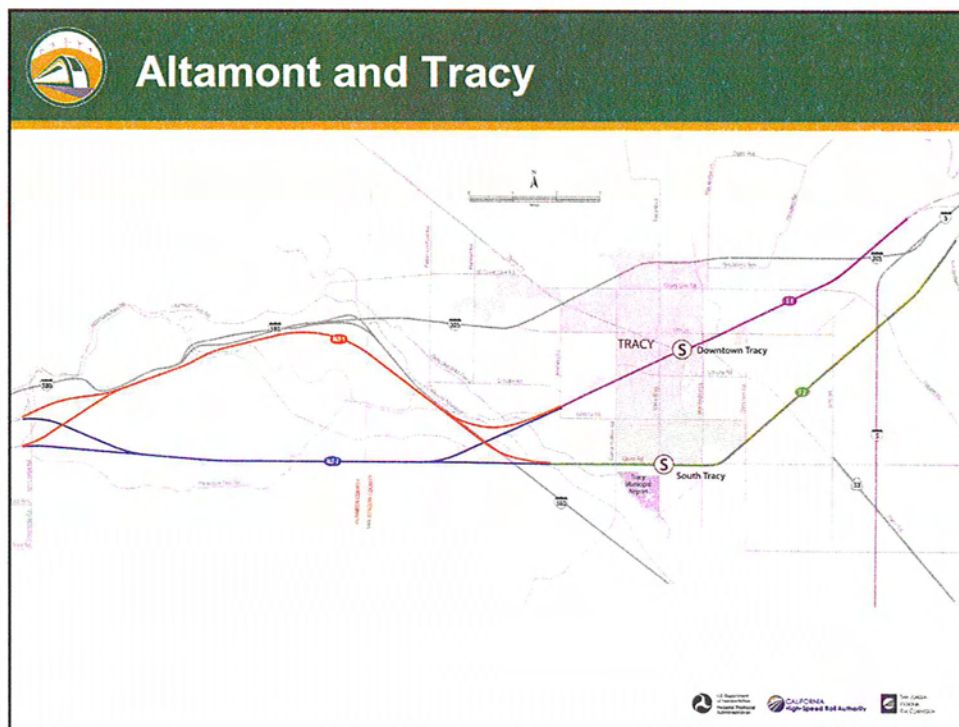
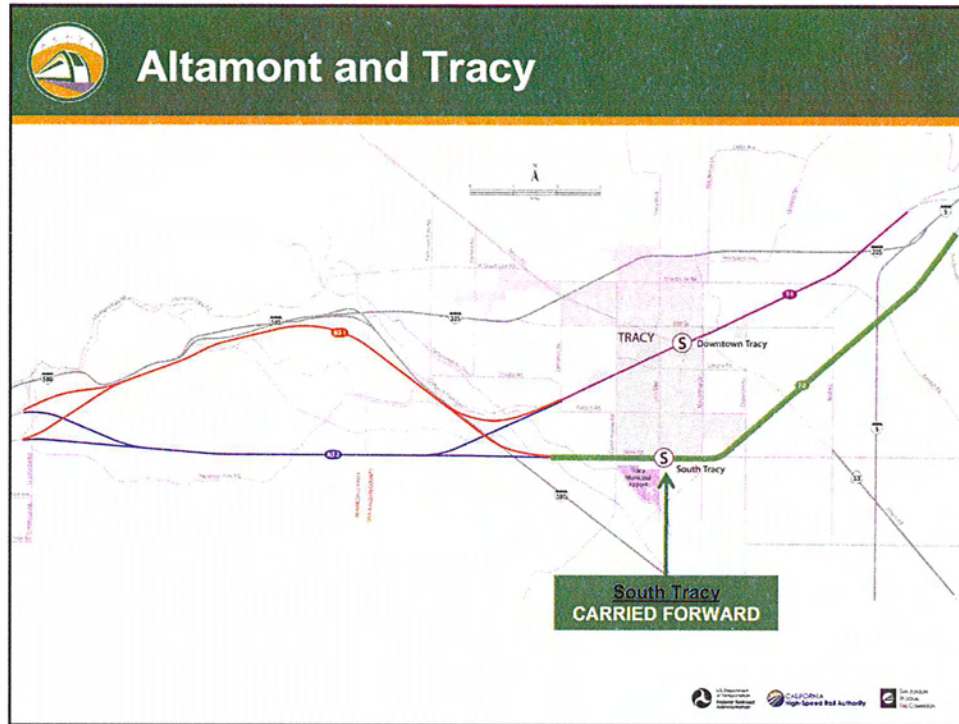


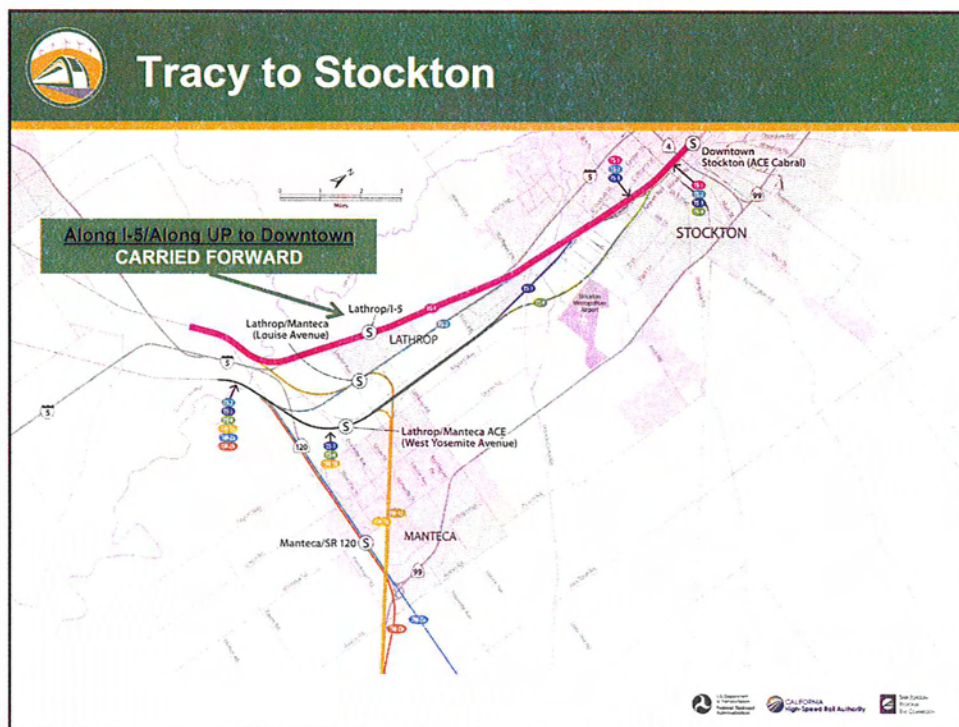


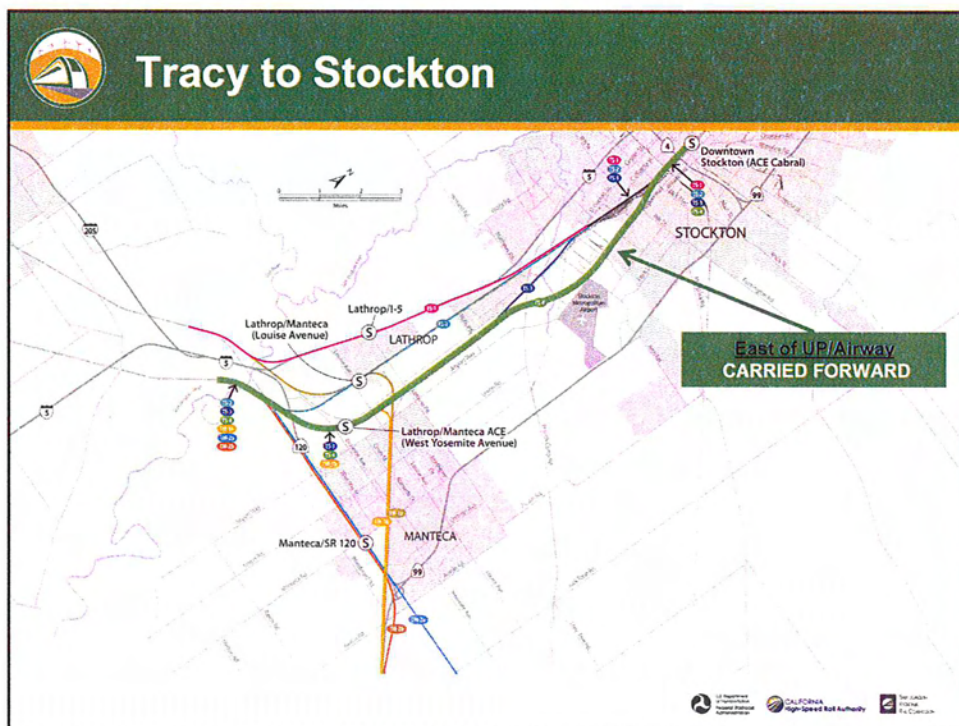
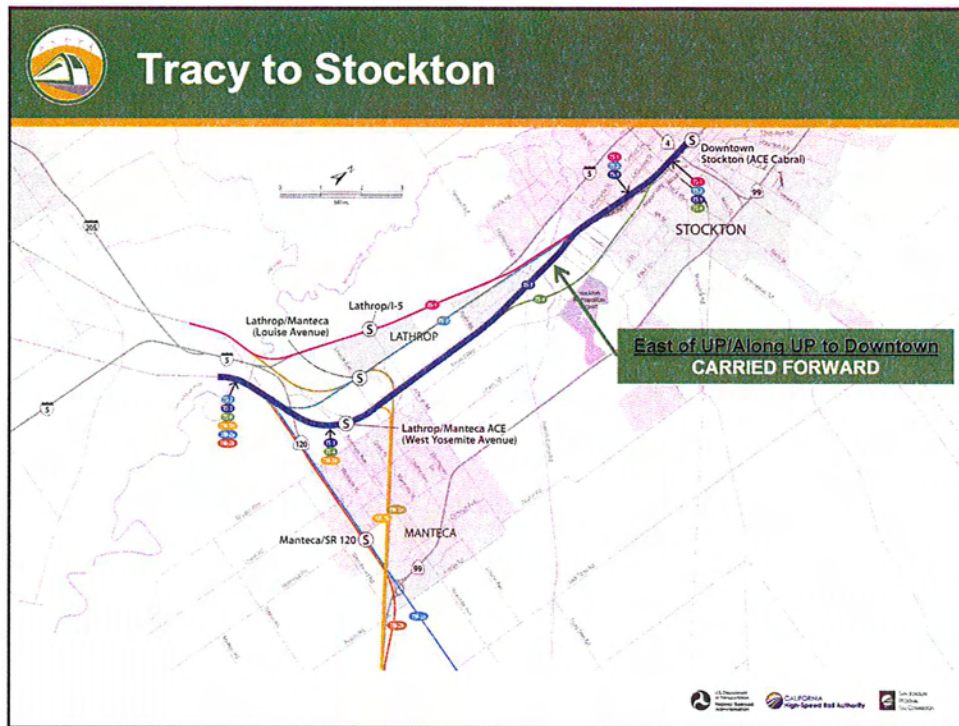


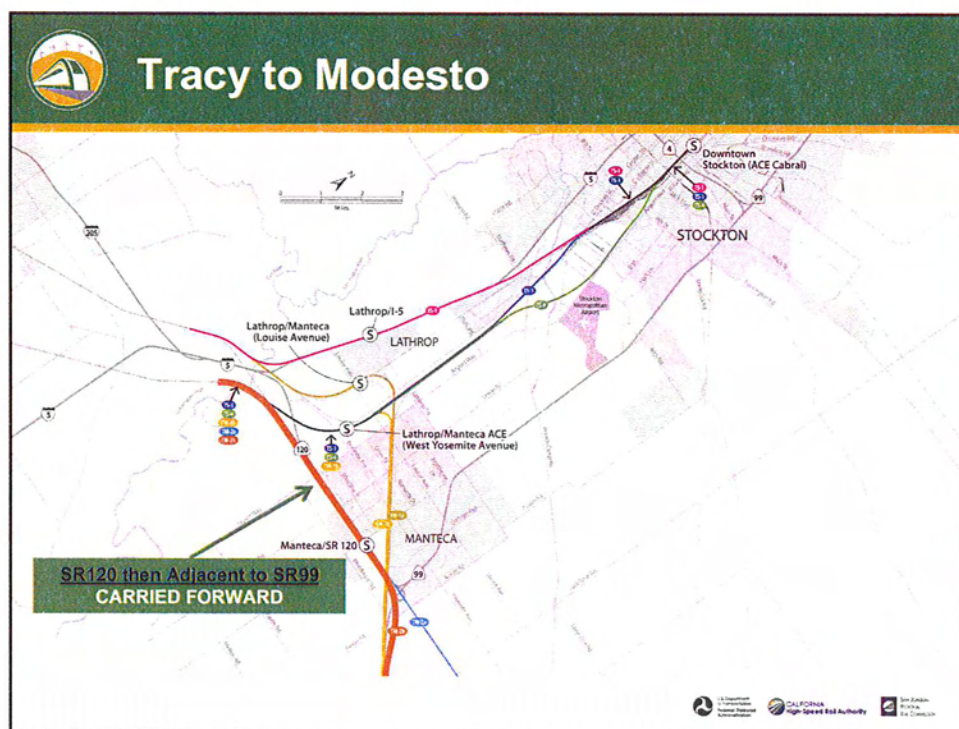
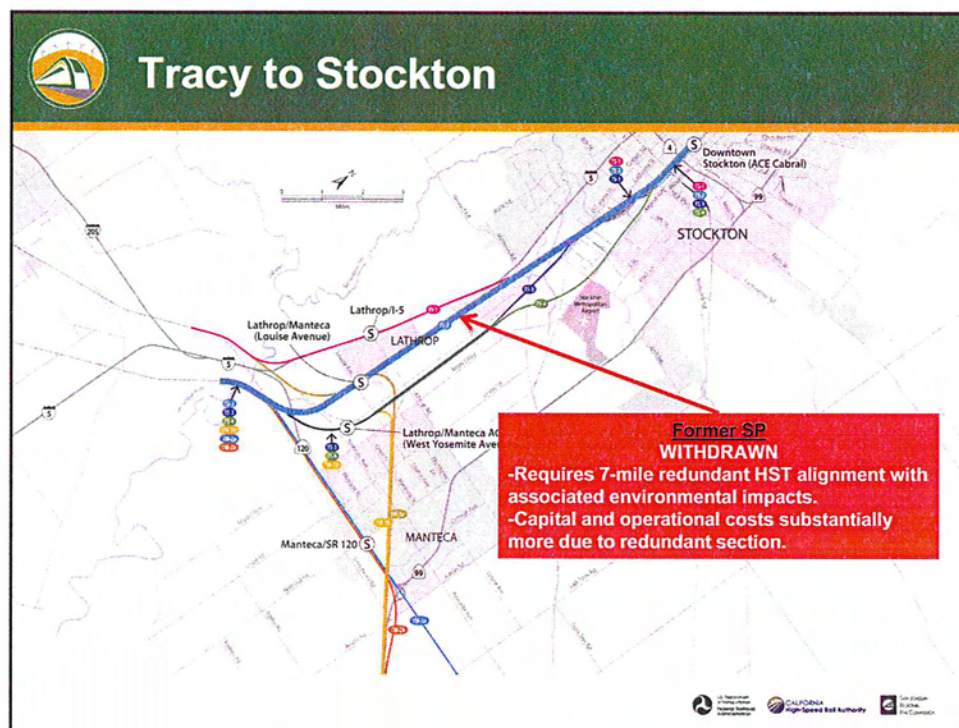


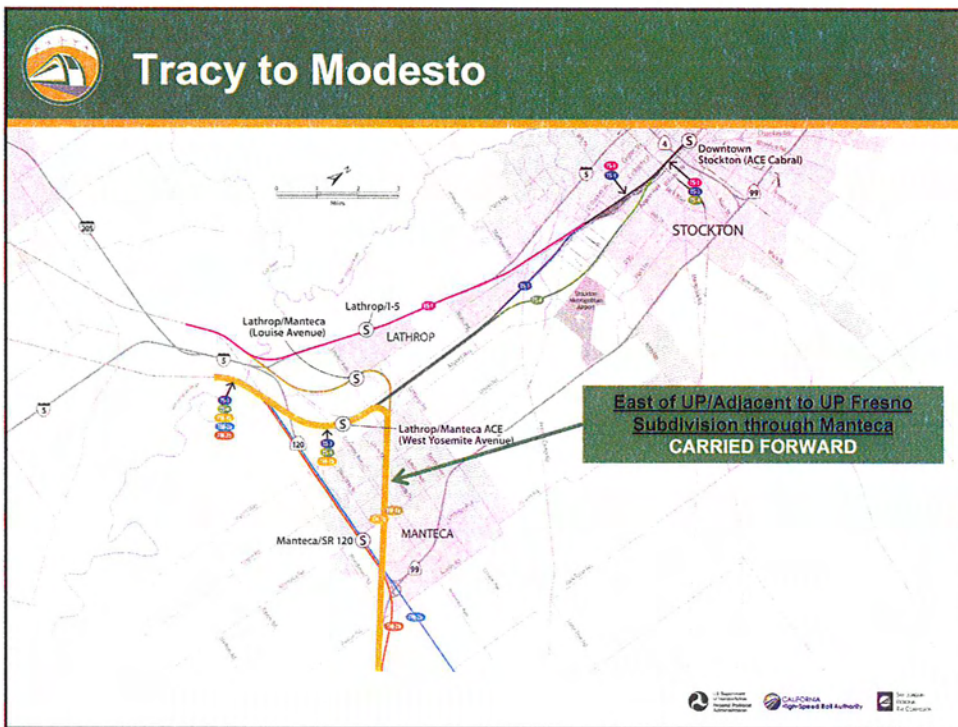
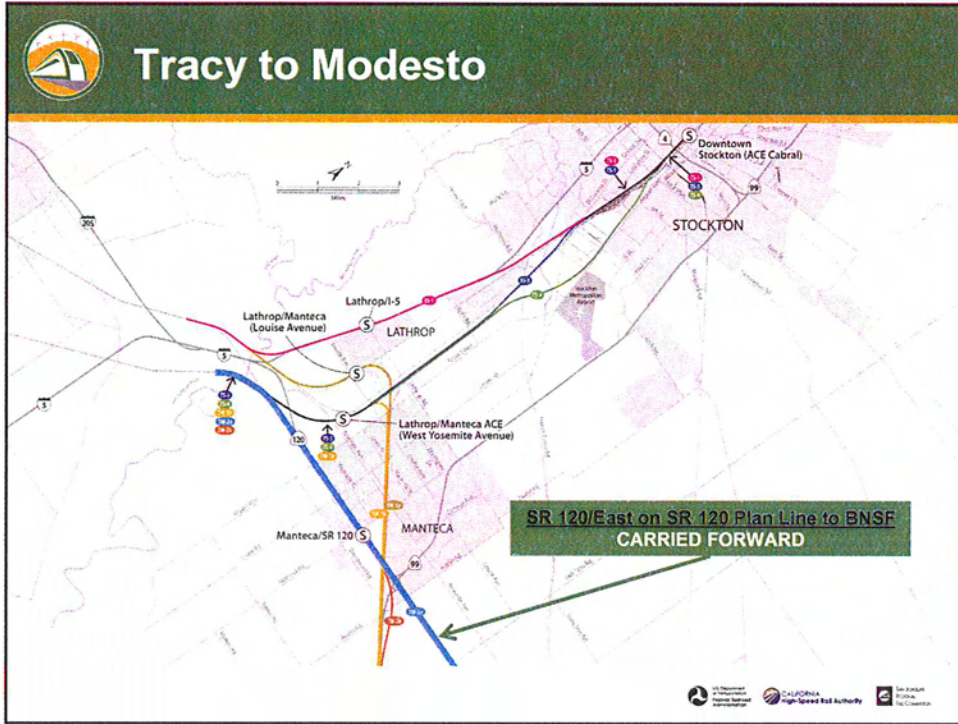


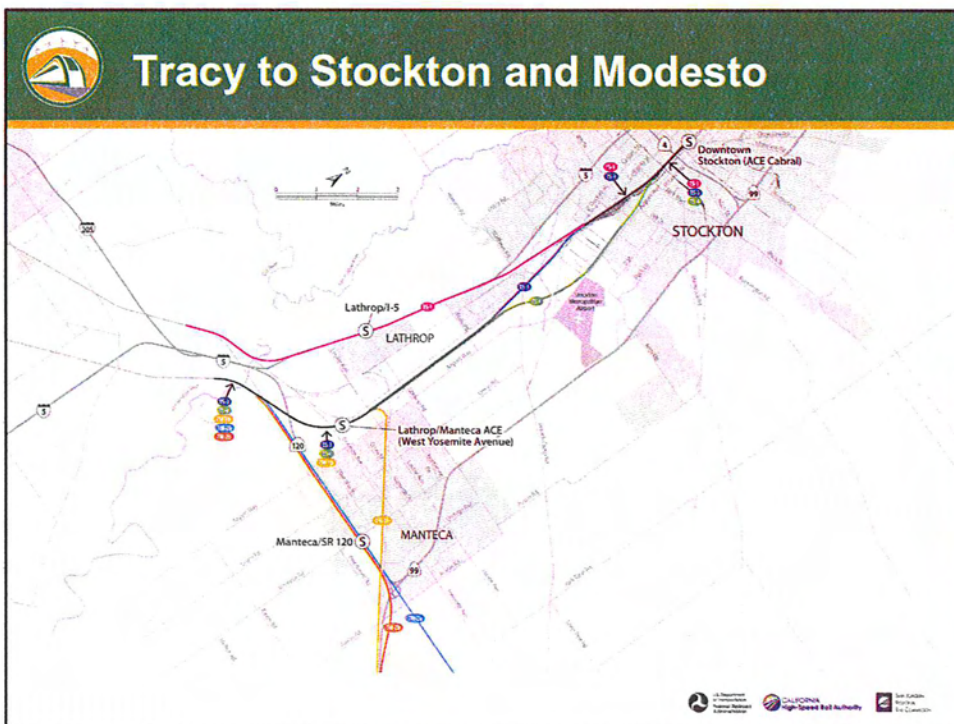
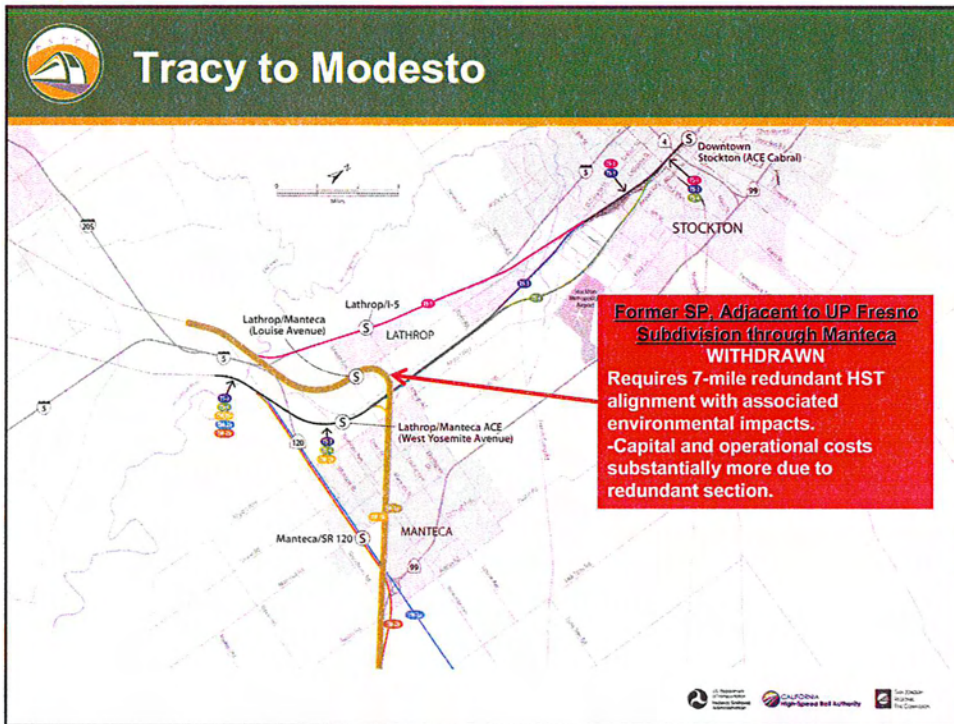














Summary and Conclusions

❖ Results

- Alignments
 - 31 Alignment Alternatives evaluated in Preliminary AA Report (~413 miles)
 - 19 Alignment Alternatives carried forward (~241 miles)
- Stations
 - 25 stations evaluated in AA Report
 - 19 stations carried forward

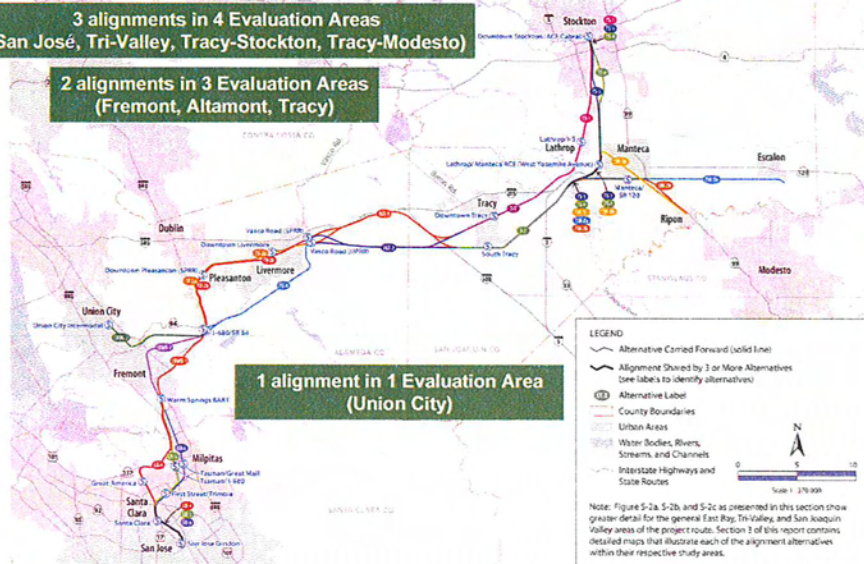


Alternatives Recommended for further Evaluation in EIR/EIS

3 alignments in 4 Evaluation Areas
(San José, Tri-Valley, Tracy-Stockton, Tracy-Modesto)

2 alignments in 3 Evaluation Areas
(Fremont, Altamont, Tracy)

1 alignment in 1 Evaluation Area
(Union City)



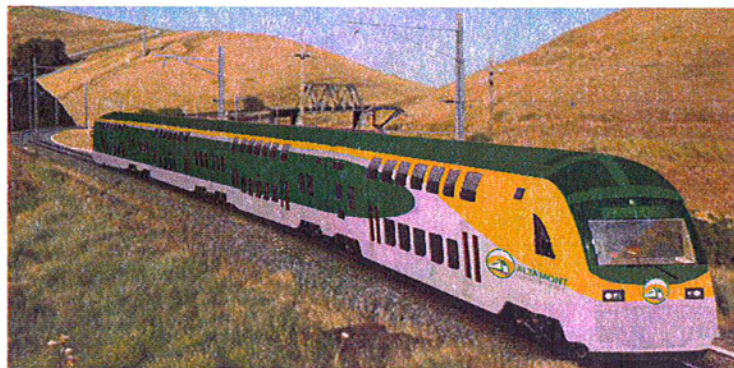


Next Steps

- ❖ Present Preliminary Results to Public and Agencies – February/March 2011
- ❖ Supplemental AA (if needed) – Fiscal 2011/2012
- ❖ Preparation of Draft EIR/EIS – 2012 (contingent on funding)
- ❖ Final EIR/EIS – 2013
- ❖ Record of Decision – 2013



Questions and Answers





Memorandum

DATE: February 15, 2011

TO: Alameda County Transportation Commission

FROM: Project and Programs Committee

SUBJECT: Update on Countywide Safe Routes to School (SR2S) Program

Recommendation

This is an information item only.

At the January 27th Commission meeting, it was requested to bring information contained in one of the consent items back to the Committee for discussion in February to provide the opportunity to discuss the current implementation of the Safe Routes to Schools Program in Alameda County. Four main areas of interest regarding how the current program is performing were raised and each one is addressed in Attachment A:

- 1) Name and location of all schools with a current comprehensive SR2S program.
- 2) Name and location of all schools that received technical assistance (but not a full comprehensive program) since the program began in July 2007.
- 3) Effectiveness of the SR2S program, as measured in surveys.
- 4) Major lessons learned while implementing the SR2S program.

Summary

Alameda CTC is administering a two-year Bicycle and Pedestrian Grant for the Alameda County Safe Routes to Schools Program, which will conclude on June 30, 2011. At that time, the program will continue through funding from MTC for the implementation of a countywide SR2S program. A consultant selection process will be underway in spring 2011 to select a team to implement the MTC-funded program, with the local match from the Alameda CTC, beginning July 1, 2011.

Discussion

Alameda CTC has funded the Alameda County Safe Routes to Schools Program over two consecutive two-year grant cycles. The original grant began in 2007 and was focused on North and Central County to begin the program, and the subsequent grant began in 2009 and serves the entire county. Beginning July 2011, MTC is providing \$3.22 million in Congestion Mitigation and Air Quality (CMAQ) funds to Alameda CTC for the Alameda County SR2S program. This funding is being matched with \$420,000 in Measure B Bicycle and Pedestrian Safety Funds, bringing the total program budget to \$3.64 million.

Attachment

Attachment A - Overview and effectiveness of current TransForm-operated SR2S program

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Summary of Alameda Countywide Safe Routes to Schools Program operated by TransForm

This attachment addresses questions raised by the Alameda CTC Programs and Projects Committee members at the January 2011 meeting regarding the reach and effectiveness of the current TransForm-operated Countywide Safe Routes to Schools program. The primary intent of these questions is to ensure that the new program operator selected through the upcoming SR2S RFP process will build on the lessons learned and successes of the current program.

The following questions were raised and each one is addressed in this attachment:

- 1) Name and location of all schools reached by the SR2S program, including those with comprehensive programs and those who've received support (see Attachment B1).
- 2) Major lessons learned while implementing the SR2S program (below).
- 3) Effectiveness of the SR2S program, as measured in surveys (below).

A summary of the progress made on meeting the current Alameda CTC grant performance measures is included as Attachment B2.

SCHOOLS REACHED BY SR2S PROGRAM

The current TransForm-operated Alameda Countywide SR2S program began in July 2007, with a major Measure B bicycle and pedestrian grant. This first two-year grant established SR2S programs in 50 schools in North and Central County (primarily Berkeley, Oakland and Unincorporated Areas). The second two-year grant, which began in July 2009 and will end this June 2011, had the goal of expanding the program throughout the county and establishing programs in 90 schools.

As of January 2011, almost 150 schools around the county have been touched by the SR2S program, and 92 schools have comprehensive programs, which are designed to meet the unique needs of each school, and include regular contact and support by TransForm staff, resources to maintain an ongoing SR2S program throughout the year, program evaluation, along with a selection of the following efforts: bicycle safety education, puppet show assemblies, walk audits, trainings for students, staff, and parents, walking school buses, and monthly Walk to School Days. The remaining 56 schools have received varying degrees of technical assistance. Attachment B1 includes a list of all of these schools.

LESSONS LEARNED

TransForm SR2S staff provided this list of the major lessons learned from direct implementation of the SR2S program over three and a half years, including working with school districts, cities, teachers, parents, students and elected officials, as well as some data from focused surveys.

1. **Long-term investments** in Safe Routes to Schools programs are required to achieve success as defined by mode shift and emissions reduction.
2. **Safe Routes to Schools is a multifaceted program requiring a variety of partners** working in a collaborative fashion. Elected officials, city and county staff, law enforcement, school district administrators, parents, and community organizations all play a role in the success or failure of the program. It takes time, sometimes more than a year, to build the necessary trust to establish successful partnerships, particularly in low-income communities.

3. **The SR2S program needs to tailor its messages and solutions to each unique community** in the County. Distance from school is the most important factor in whether children walk or bike to school. From our sampling of schools countywide, 47% live a half mile or less from school, and 32% live one mile or more from school. With the elimination of school busing in most Alameda County communities, it is essential that we strongly address carpooling and transit solutions. Alameda County is diverse, with some cities maintaining mostly neighborhood schools while others have shifted to broader enrollment areas.
4. SR2S has to be **flexible and able to respond to issues outside of our control**; major cuts in city, state, and school district funding present huge challenges at this point in time. For example, many cities and districts are eliminating school buses and crossing guards. The lack of crossing guards is a large barrier to walking for many families, and without alternative systems in place those losing access to school buses will head straight into cars.
5. Making progress in low-income schools also requires a **multicultural staff with second-language capabilities and cultural competency for all staff**. Engaging parents and maintaining programs in low-income schools almost always requires a significantly greater time commitment from staff than working in higher-income, well-resourced schools.
6. **Safe Routes to Schools (SR2S) is, first and foremost, a behavioral change program** that more closely fits into a public health behavioral change framework than the traditional “5 E’s” model promulgated through traditional SR2S teachings. Education and encouragement are not sufficient to change deeply embedded and complex personal behaviors: **Engagement is an essential sixth “E.”**
7. **Achieving mode shift requires the establishment of structural systems** that will allow individuals to try and eventually integrate new behaviors on a regular basis. The walking school bus program, frequent/regular walk and roll to school days, in-class bicycle education linked to safe bicycle storage at the school – These systemwide practices are will shift modes toward more active transportation. Occasional school-wide events are not sufficient to change behavior on an ongoing basis.
8. **Understanding the specific barriers for parents at each school is essential** to crafting a meaningful and effective program. Much of the traditional SR2S messaging focuses on health and environmental benefits, yet these issues are seldom mentioned as concerns by parents. Rather, personal and traffic safety; time and convenience are paramount for today's parents and solutions which speak to these issues must be presented if we are to achieve change.
9. There is no nationwide consensus on appropriate mode shift targets for Safe Routes to Schools programs, nor are there appropriate timelines within which to determine mode shift goals, due to the relative youth of the Safe Routes to Schools movement and its evaluation tools and methodologies. As the program grows in Alameda County, we will need to **set ambitious, yet realistic mode shift goals and targets**.
10. In Alameda County, we **have achieved an overall mode shift of 10% away from cars**, including carpooling and transit increases. For both our first grant cycle and midway through our second, we have achieved a 4 to 6% increase in walking, with the remainder of the 10% made up through other non-single-family vehicle modes. We are learning that the schools that have been in the program for at least 18 months, have a **solid school champion/volunteer leader, and have principal support**, are schools where we can hope to see a mode shift of 4 to 10%.

PROGRAM EFFECTIVENESS

The SR2S program surveys students, parents and teachers in a variety of ways to determine the effectiveness of the overall program. Data is currently available for the first three years of the program (June 2007 through June 2010), and further data and data analysis will be provided at the end of the current grant period (June 2011).

In each school year, students at a limited number of schools are surveyed in the Fall and in the Spring to determine changes in how students get to and from school. The SR2S program uses a survey developed by the National Center for Safe Routes to Schools, the same one used throughout the country. The student surveys are time-intensive and are therefore not conducted at every school, but rather at a representative sample of schools.

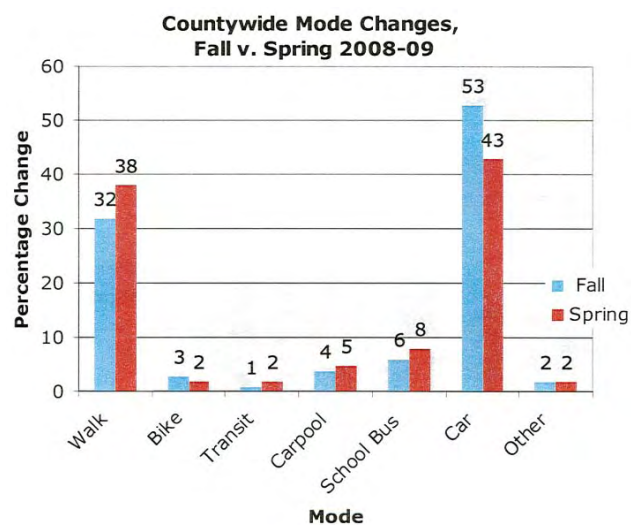
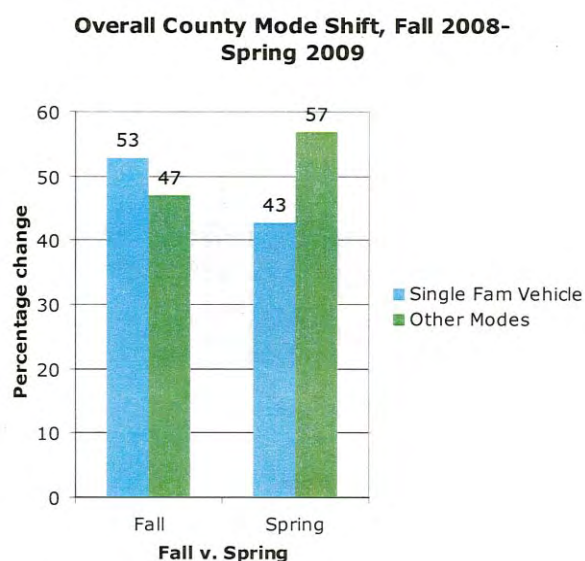
Student Survey Data: FY 2008-2009

In FY 2008-2009 (which was the second year of the first grant), ten schools (representing 3,465 students) were surveyed out of the fifty schools with comprehensive programs. These schools were all in North and Central County, since that is where the program operated during the first grant.

During this fiscal year, the SR2S program increased walking and other non-single family vehicle travel to school by 10%, increasing mode share from 47% to 57% countywide. Single family vehicle use declined from 53% in the fall to just 43% in the spring.

In addition, the percentage of children walking to school increased by 6% countywide. The remainder of the mode shift was made up in other areas, especially carpooling and bus riding.

Key Findings: Student Surveys, Fall 2008 versus Spring 2009 Results from 10 Schools and 3,465 Students

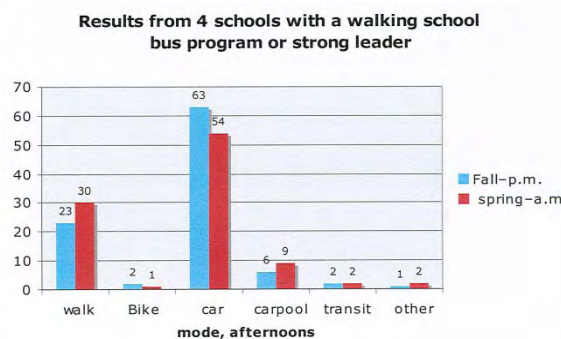
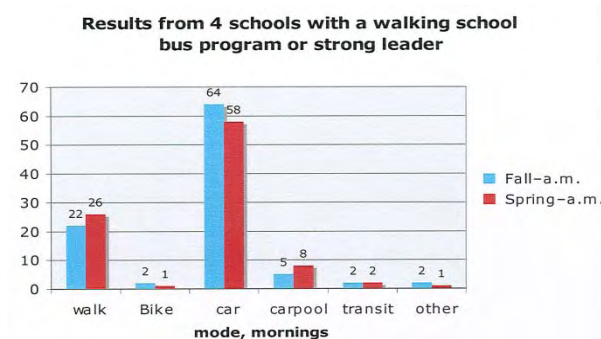
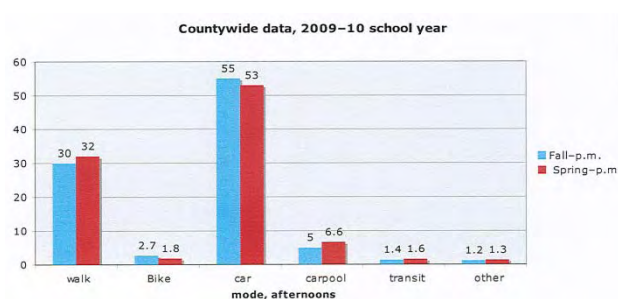
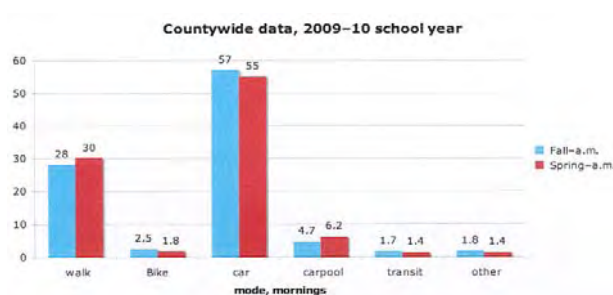


Student Survey Data: FY 2009-2010

In FY 2009-2010 (which was the first year of the second grant), eleven elementary schools (representing 4,334 students) were surveyed out of the approximately 84 schools with comprehensive programs. These schools were located around the county.

Countywide, the survey showed a 2% increase in walking to school in both the morning and the afternoon, which corresponded to a 2% decrease in driving with the exception of carpooling, which showed a small increase. The rate of bicycling declined from fall to spring.

Key Findings: Student Surveys, Fall 2009 versus Spring 2010



As seen in the graphs immediately above and the table below, SR2S's four "champion schools" (schools with more established programs, walking school bus programs, or a strong parent champion) – Berkeley Arts Magnet, Glenview, Madison and Roosevelt – showed higher mode shifts toward walking and carpooling in comparison to other, newer schools.

Mode Shift for "Champion Schools"

Mode	Morning	Afternoon
Walking	4% increase	7% increase
Carpooling	3% increase	3% increase
Single-family vehicle trips	6% decrease	9% decrease

Parent Survey Data: Fiscal Year 2009-2010

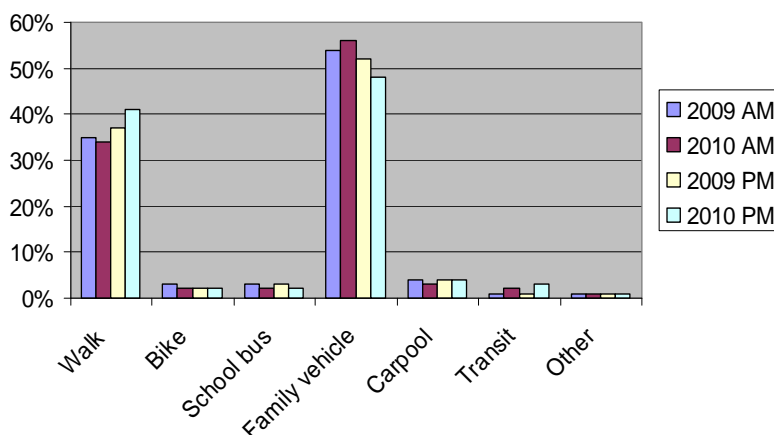
Each year, parents are surveyed in both the Fall and Spring at the same schools sites where the student surveys are conducted. While the intent of these surveys is primarily to identify parent concerns which are used to design the program, the surveys also provide a way to evaluate the overall program.

Some of the findings from the Fiscal Year 2009-2010 surveys include:

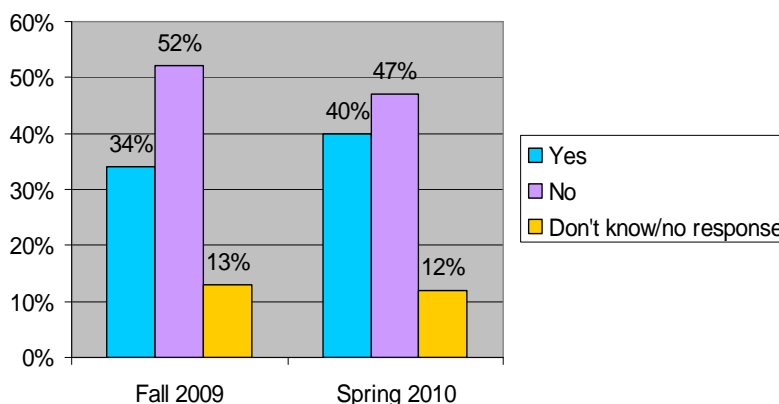
- Of parents who live less than a quarter-mile from school, 35% still drive their children to and from school. *These parents are prime targets for the walking school bus program.*
- Those who live over two miles from school are prime candidates for carpooling. Many are not aware that the carpools exist and/or assume there are few parents who live as far away from school as they do. *Publication of the feasibility and benefits of carpooling for this population is an area for focus.*

Data from two additional pertinent questions from the FY 2009-2010 parent surveys is as follows:

1) On most days, how does your child arrive and leave for school?



2) Has your child asked you for permission to walk or bike to/from school in the last year?



Data on Teachers' Response to the Puppet Show: *A Breath of Fresh Air*

A Breath of Fresh Air is considered one of TransForm's most effective programs and it is offered at all schools with a comprehensive program. The teachers are surveyed regarding their perceived effectiveness of the puppet show.

BEFORE: When asked to rate the level of knowledge of pedestrian and bicycle safety concepts, their students had before the presentation, teachers gave their students an average score of 3.75 out of 7.0, or slightly below average.

AFTER: After the show, teachers rated their students' knowledge had increased to a score of 6, which is above average and close to "full knowledge."

Data on Bicycle Education for Middle School Students

The *Drive your Bike* training program is offered at eight middle schools participating in the Safe Routes to Schools program. Cycles of Changes operates and evaluates the program.

Before any program begins, students take a 14-question, multiple-choice test on bicycle and traffic safety concepts. After the program, students take the exact same test again. Test results during the second half of fiscal year 2009-2010 show significant improvement in bicycle and traffic safety knowledge gained from the program. Of the 1,629 students who participated in the Drive Your Bike training in Spring 2010, the average student scored 56% on the pre-test and 82% on the post-test, showing a 26% improvement.

Alameda County
Safe Routes to Schools Program
Schools with Comprehensive Programs (C) or schools that have received Technical Assistance (T) since July 2007

School District/City	Name of School	Comprehensive Program (C) or Technical Assistance (T)
Alameda Unified School District	Amelia Earhart Elementary	C
Alameda Unified School District	Bay Farm Elementary	C
Alameda Unified School District	Chipman Middle	C
Alameda Unified School District	Edison Elementary	C
Alameda Unified School District	Franklin Elementary	C
Alameda Unified School District	Haight Elementary	C
Alameda Unified School District	Lincoln Middle	C
Alameda Unified School District	Lum Elementary	C
Alameda Unified School District	Otis Elementary	C
Alameda Unified School District	Paden Elementary	C
Alameda Unified School District	Ruby Bridges Elementary	C
Alameda Unified School District	Washington Elementary	C
Alameda Unified School District	Wood Middle	C
Albany Unified School District	Albany Middle School	C
Albany Unified School District	Cornell Elementary School	C
Albany Unified School District	Marin Elementary School	C
Albany Unified School District	Ocean View Elementary School	C
Berkeley Unified School District	Berkeley Arts Magnet	C
Berkeley Unified School District	Cragmont Elementary School	C
Berkeley Unified School District	Emerson Elementary School	C
Berkeley Unified School District	Jefferson Elementary School	C
Berkeley Unified School District	John Muir Elementary School	C
Berkeley Unified School District	King Middle School	C
Berkeley Unified School District	Le Conte Elementary	C
Berkeley Unified School District	Malcolm X Elementary	C
Berkeley Unified School District	Oxford Elementary School	C
Berkeley Unified School District	Rosa Parks Elementary	C
Berkeley Unified School District	Thousand Oaks Elementary School	C
Berkeley Unified School District	Washington Elementary School	C
Castro Valley Unified School District	Castro Valley Elementary	C
Castro Valley Unified School District	Stanton Elementary	C
Dublin Unified School District	Dublin Elementary	C
Dublin Unified School District	Murray Elementary	C
Hayward Unified School District	Cherryland Elementary	C
Hayward Unified School District	Longwood Elementary	C
Livermore Valley Joint Unified School District	Jackson Avenue Elementary	C
Livermore Valley Joint Unified School District	Junction Avenue K-8 School	C
Livermore Valley Joint Unified School District	Portola Elementary	C
Livermore Valley Joint Unified School District	Marilyn Avenue Elementary	C
Newark Unified School District	Newark Junior High	C
New Haven Unified School District	Alvarado Elementary	C
New Haven Unified School District	Cesar Chavez Middle School	C
New Haven Unified School District	Eastin Elementary	C
New Haven Unified School District	Emanuele Elementary	C
New Haven Unified School District	Hillview Crest Elementary	C
New Haven Unified School District	Kitayama Elementary	C
New Haven Unified School District	Pioneer Elementary	C
New Haven Unified School District	Searles Elementary	C
Oakland Unified School District	Acorn Woodland Elementary	C
Oakland Unified School District	Allendale Elementary	C
Oakland Unified School District	Berkley Maynard Academy Elementary	C
Oakland Unified School District	Bridges Academy	C
Oakland Unified School District	Brookfield Village Elementary	C
Oakland Unified School District	Chabot Elementary	C
Oakland Unified School District	Coliseum College Prep Academy (CCPA) at Havenscourt	C
Oakland Unified School District	Community United (CUES) at Lockwood	C
Oakland Unified School District	Crocker Highlands	C
Oakland Unified School District	Education for Change- Cox Academy	C
Oakland Unified School District	Education for Change-Achieve Academy	C
Oakland Unified School District	EnCompass Academy	C
Oakland Unified School District	Esperanza Elementary	C
Oakland Unified School District	Franklin Elementary	C
Oakland Unified School District	Fred T. Korematsu Discovery Academy	C

Alameda County
Safe Routes to Schools Program
Schools with Comprehensive Programs (C) or schools that have received Technical Assistance (T) since July 2007

School District/City	Name of School	Comprehensive Program (C) or Technical Assistance (T)
Oakland Unified School District	Fruitvale Elementary	C
Oakland Unified School District	Futures at Lockwood	C
Oakland Unified School District	Glenview Elementary	C
Oakland Unified School District	Global Family School	C
Oakland Unified School District	International Community School	C
Oakland Unified School District	Learning Without Limits	C
Oakland Unified School District	Manzanita Community School	C
Oakland Unified School District	Manzanita SEED	C
Oakland Unified School District	Montclair Elementary	C
Oakland Unified School District	Parker Elementary	C
Oakland Unified School District	Peralta Elementary	C
Oakland Unified School District	Reach Academy	C
Oakland Unified School District	Roots International Academy	C
Oakland Unified School District	Sequoia Elementary	C
Oakland Unified School District	Sobrante Park Elementary	C
Oakland Unified School District	Think College Now	C
Pleasanton Unified School District	Mohr Elementary	C
Pleasanton Unified School District	Valley View Elementary	C
San Leandro Unified School District	McKinley Elementary	C
San Leandro Unified School District	James Madison Elementary	C
San Leandro Unified School District	Roosevelt Elementary	C
San Leandro Unified School District	Washington Elementary	C
San Leandro Unified School District	Wilson Elementary	C
San Leandro Unified School District	Bohannon Middle School	C
San Lorenzo Unified School District	Colonial Acres Elementary	C
San Lorenzo Unified School District	Edendale Middle School	C
San Lorenzo Unified School District	Grant Elementary	C
San Lorenzo Unified School District	Hillside Elementary	C
San Lorenzo Unified School District	Lorenzo Manor Elementary	C
San Lorenzo Unified School District	Washington Manor Middle School	C
Alameda Unified School District	NEA Charter Elementary	T
Berkeley Unified School District	Archway School	T
Berkeley Unified School District	Longfellow Middle School	T
Berkeley Unified School District	Montessori Family School	T
Berkeley Unified School District	Willard Middle School	T
Castro Valley Unified School District	Jensen Ranch Elementary	T
Castro Valley Unified School District	Marshall Elementary	T
Castro Valley Unified School District	Palomares Elementary	T
Dublin Unified School District	Fredericksen Elementary	T
Hayward Unified School District	Fairview Elementary	T
Hayward Unified School District	Harder Elementary	T
Hayward Unified School District	Strobridge Elementary	T
Newark Unified School District	Alvarado Middle School	T
Oakland Unified School District	ASCEND School	T
Oakland Unified School District	Bella Vista Elementary	T
Oakland Unified School District	Bently Independent School	T
Oakland Unified School District	Bret Harte Middle School	T
Oakland Unified School District	Carl Munck Elementary	T
Oakland Unified School District	Cleveland Elementary	T
Oakland Unified School District	Edna Brewer Middle School	T
Oakland Unified School District	Emerson Elementary	T
Oakland Unified School District	Frick Middle School	T
Oakland Unified School District	Garfield Elementary	T
Oakland Unified School District	Grass Valley Elementary	T
Oakland Unified School District	Hillcrest Elementary	T
Oakland Unified School District	Hoover Elementary	T
Oakland Unified School District	Horace Mann Elementary	T
Oakland Unified School District	Howard Elementary	T
Oakland Unified School District	Joaquin Miller Elementary	T
Oakland Unified School District	Kaiser Elementary	T
Oakland Unified School District	La Escuelita Elementary	T
Oakland Unified School District	Lakeview Elementary	T
Oakland Unified School District	Laurel Elementary	T

Alameda County
Safe Routes to Schools Program
Schools with Comprehensive Programs (C) or schools that have received Technical Assistance (T) since July 2007

School District/City	Name of School	Comprehensive Program (C) or Technical Assistance (T)
Oakland Unified School District	Lincoln Elementary	T
Oakland Unified School District	Madison Middle School	T
Oakland Unified School District	Martin Luther King Jr. Elementary	T
Oakland Unified School District	Maxwell Park Elementary	T
Oakland Unified School District	Melrose Leadership Academy	T
Oakland Unified School District	Oakland Technical High School	T
Oakland Unified School District	Pacific Boychoir Academy	T
Oakland Unified School District	Patton Academy of Christian Education	T
Oakland Unified School District	Piedmont Avenue Elementary	T
Oakland Unified School District	Redwood Heights Elementary	T
Oakland Unified School District	Roosevelt Middle School	T
Oakland Unified School District	St. Paul's Episcopal School	T
Oakland Unified School District	Thornhill Elementary	T
Piedmont Unified School District	Beach Elementary School	T
Piedmont Unified School District	Havens Elementary School	T
Piedmont Unified School District	Wildwood Elementary School	T
Pleasanton Unified School District	Alisal Elementary	T
Pleasanton Unified School District	Donlon Elementary	T
Pleasanton Unified School District	Fairlands Elementary	T
Pleasanton Unified School District	Hearst Elementary	T
Pleasanton Unified School District	Lydiksen Elementary	T
San Leandro Unified School District	St. Leander School	T

Schools participating in Comprehensive Program: 92
Schools offered Technical Assistance: 56

Note: Many of the schools categorized as receiving Technical Assistance during the first three years of the program have become involved in the Comprehensive Program, thus the discrepancy in numbers.

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Memorandum

DATE: February 14, 2011

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Agency Strategic Business Plan and Organization Structure

Recommendation

It is recommended that the Commission review and endorse the attached Strategic Business Plan for Agency staff and the new consolidated organization structure for the Alameda County Transportation Commission.

The Strategic Business Plan set out basic operating principles and goals to accomplish the Agency's consolidated mission. It also broadly describes and prioritizes the core functions of the Alameda CTC (transportation planning, funding, and programs and projects delivery) within the current dynamic and challenging environment of decreasing and volatile transportation funding and revenues, and increasing need for accountability and sustainability.

The new consolidated organizational structure provides a staffing plan to implement the Agency's core functions to meet its goals and objectives in the Business Plan. The proposed staffing plan includes a reduction in the total number of employees, and the implementation of the staffing plan will involve specific personnel transactions that may become personnel issues; therefore, the consolidated organization structure will be discussed in closed sessions with the Finance and Administration Committee, and eventually, with the full Commission.

Discussion

As part of the process of merging the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (CMA) into the Alameda County Transportation Commission (Alameda CTC), the staff from ACTIA and CMA needs to be merged into one cohesive organization. So far, the merger has begun to eliminate redundancies and created efficiencies in administration, planning, programs and project delivery, and streamlined legislative, outreach and funding efforts. In October 2010, the Commission approved a new and reconciled benefits structure for the new Agency, which paved the way for the staff transition of the two former Agencies to the Alameda CTC.

As the final phase, an organization structure, in the form of a staffing plan, has been developed to ensure that the goals and objectives of the Agency could be achieved. The Agency business plan and the accompanying organization structure were developed with a substantial consideration for opportunities to reduce costs by sharing administrative, financial

and project management functions, create a net positive impact of improved efficiency in each Agency, and enable both Agencies to better serve the public interest. Furthermore, the Agency's unified organization structure was developed with the following considerations:

- To meet and exceed the goals and objectives described in the Strategic Business Plan;
- To preserve the strengths and success of the former Agencies;
- To unite and strengthen the Agency, one better positioned to plan, fund, and deliver programs and projects, in the highly competitive environment which now exists;
- To ensure that the future cost structure of the organization will be consistent with available revenues;
- To reduce redundancies where they exist;
- To support the spirit and morale of all Agency staff;
- To retain valued and valuable staff to maintain Agency leadership in planning, funding, and delivery of programs and projects.

Prior to the merger (prior to September 2010), the combined ACTIA and ACCMA had a staffing level of 34 employees (25 ACCMA employees and 9 ACTIA employees). Currently, the Alameda CTC has 29 full-time staff positions. The endorsement of the new organizational structure, including both eliminated and new positions, would result in a net reduction of the current combined staffing level from 29 full-time equivalent positions (FTE) to 27 FTE.

In general, the current 29-employee organization structure has the following profile:

- There are one executive director and six managers. There are no deputy directors.
- Excluding the executive director, there are eight engineers. Three are Principal Engineers, four are Senior Engineers, and one Associate Engineer. One of the four Senior Engineers is not a registered civil engineer (which was a condition at the time of employment), and was converted to a Senior Planner.
- There are nine employees serving in the administrative function, which is a ratio of about 1 administrative FTE to 2 non-administrative FTEs.

Once the Commission endorsed the new organizational structure and the newly recommended positions, the Executive Director will direct the Human Resources consultant to conduct a salary survey in an effort to develop and recommend an appropriate salary structure which will include salary ranges that are commensurate with Alameda CTC's public sector labor market (i.e., other transportation Agencies and member Agencies in Alameda County and the Greater San Francisco Bay Area), as opposed to the private sector market, which has been the past practice.

The proposed salary structure for the Alameda CTC will include 22 classifications or grades (see Attachment B). The former ACCMA salary structure contained 35 classifications or grades. This reduction in grades in the proposed salary structure is in keeping with the need of a smaller organization where the employees must be more flexible and less bureaucratic. This approach should also increase the prospects for cross-functional growth and employee

development in the organization. It would also help employees to move laterally in a small organization in which promotion prospects may be limited.

Endorsement of the new organizational chart will also allow the Executive Director to implement a transition plan to formally move staff from the two former Agencies into the new organizational structure. Implementation of the transition plan will include various specific personnel transactions including promotion in-place, creation of new positions subject to reassignment and recruitment, and elimination of positions through consolidation and reduction in force. The adopted Administrative Code of the Alameda CTC allows the Executive Director, without limitation, to administer the personnel system of the Commission, including hiring, controlling, supervising, promoting, transferring, suspending with or without pay or discharging any employee, including but not limited to determination of a staffing plan and determination of each employee's level of salary, subject to conformance with the Annual Budget and the salary and benefit plan established from time to time by the Board.

At this point, it is anticipated that the employee transition process into the new organization structure could start in March 2011, and be completed by June 30, 2011, to allow for the new organization to start in the new fiscal year 2011-12, on July 1, 2011. Please see the Employee Transition Schedule attached.

Background

Management Partners' Merger Report, submitted to the Board in 2009, lists a great number of areas and opportunities for consolidation of functions, programs, financial resources, and staff, and recommends that the merger would be beneficial for the two Agencies in order to best and most efficiently serve the public.

Per the report, the greatest opportunities for consolidation and efficiency improvement would be financial services, administrative services, and capital project delivery. Opportunities to reduce costs by sharing administrative, financial and project management functions, would have a net positive impact of improved efficiency in each Agency and enable both Agencies to better serve the public interest.

Management Partners' threshold analysis indicated that a complete merger or integration of the two Agencies would result in a united and strengthened Agency, one better positioned to deliver programs and projects, in the highly competitive environment which now exists.

Mergers or consolidations require a commitment to long term goals. They also require an upfront investment to move forward and once the project has begun, the process should move deliberately in accordance with an agreed upon implementation plan and schedule. Additionally, and equally important, there are always significant employee relations issues to consider as the process proceeds. Retention and recruitment of quality staff is essential in the delivery of transportation programs and projects, as is ensuring that the capability is in place for strategically planning for the right projects in the competitive environment of transportation funding.

Although all of the projects on sales tax projects lists have proven to be of major importance in improving congestion in the county, newly emerging issues have also been extremely problematic to local communities. Elected officials and city and county staff in Alameda County have consistently praised CMA staff for their skill at programming funding to meet these unforeseen needs and rendering assistance where the local Agency does not have sufficient labor capacity. CMA is also somewhat dependent on responding to these unforeseen needs to allow it to develop projects and generate grants that both address the needs of local communities and fund its own continuing existence.

ACTIA has developed efficient project execution processes and procedures intended to deliver the proposed projects in a timely manner and within the resources allocated to them through the sales tax measure. That obligation is not easily sublimated to respond to the crisis of the day. To balance these competing interests, strong project management processes and procedures have been extremely beneficial to both planned and emerging projects. In a single organization, those processes and procedures must be consistent for effective operation and the transparency required of government initiatives.

ACTIA has been commended for finding resources to supplement their capital program delivery as the original sales tax measures almost never can fund projects entirely as they change in scope and priority as implementation moves forward. This responsive, entrepreneurial approach works well, forcing the staff of both Agencies to be highly responsive to customer communities as they deliver projects and programs.

A business model describes how an organization will provide value for the functions and services delivered. It provides a broad framework of informal and formal descriptions to represent the core aspects of the business (transportation planning and programs, capital project delivery) including a clear definition of purpose, strategies, organizational structure and operational processes and procedures. Fundamental to an effective business model are its revenues and cost structure as they enable the broader functions and services of the organization.

The business model of a consolidated Agency should build upon the strengths of both the CMA and ACTIA. Neither organization should be allowed to become a burden to the other. One organization cannot shift its costs to the other without recognition of the impact and providing resources to enable the program to be successful. The other organization cannot burden the cost of providing services with all of its current organizational overhead. Current overhead is part of each organization's burden and would remain if no service sharing was undertaken. An implementation plan must be constructed to recognize that each organization can improve its cash position slightly through reasonable cost sharing, but neither organization should rely on the other for a revenue stream to support its core mission.

Redundancies between the two Agencies exist and there are opportunities for service sharing, improvements and efficiencies. Areas that Management Partners identified include:

- Redundancies in the Project Controls Teams and potential for efficiencies even though they work on different capital projects;

-
- Website management;
 - Streamlining contract procurement and management and expanding opportunities in this area;
 - Financial analysis, reporting and general services;
 - Human Resources;
 - Administrative policies and procedures;
 - An improved long term, integrated strategy for future transportation projects and programs; and
 - Community outreach.

One of Management Partners' recommendations was that the new Executive Director's leadership should focus on (among several other major categories):

- Designing an organizational structure that preserves the strengths of both Agencies while ensuring integration;
- Creating a new mission, vision, set of values and goals which will support the new organization;
- Building an effective team with norms for working together and achieving the mission of the new organization;
- Significantly expanded integration of the transportation planning efforts of CMA with project planning of future sales tax initiatives;
- Creating one set of policies, practices, and procedures to be used consistently throughout the new organization; and
- Restructuring financial structures as necessary to ensure compliance with the restrictions of enabling legislation and transparency, as well as financial solvency.

The report also speaks about adjusting staffing and consultant support to accommodate the workload and provide comparable financial planning and services currently enjoyed by both organizations.

The following are recommendations in Management Partners' merger report regarding staffing (note that the recommendations are numbered per the report and not all recommendations are listed here):

- Recommendation 1: Merge the staffs of ACTA/ACTIA and CMA into a single organization under a single Executive Director.
- Recommendation 2: Add 0.5 FTE position for support of the dual organization's public outreach and publication efforts. The 0.5 FTE would be used to support interest in expanding work in this area.
- Recommendation 3: Consolidate Board Secretary and Clerk of the Board duties as part of a plan to share administrative services between the Agencies. Reallocate existing administrative support as necessary to assist in this expanded work program.
- Recommendation 5: Consolidate the financial and administrative services of the organizations. Adjust staffing and consultant support to accommodate the workload and

provide comparable financial planning and services currently enjoyed by both organizations.

- Recommendation 6: Eliminate one executive financial management position and assign the financial management responsibilities for both Agencies to the remaining position.
- Recommendation 7: Add a Senior Management Analyst position to provide additional support to the consolidated financial services function. Allocate 0.5 FTE of this position to assist with financial management and analysis duties as needed.
- Recommendation 9: Preserve existing accountant positions to support accounting and financial transactions resulting from the integration of the financial services between the two Agencies. Reevaluate the accounting positions upon separation of any accounting professional to match skills with workload needs at the time.
- Recommendation 16: Assign 0.5 FTE of the recommended Senior Management Analyst position to provide contract and procurement support for both Agencies.

The following represent some of the key considerations that affect staffing that Management Partners believes are important to be addressed during the merger implementation plan:

- Implementation should be phased, fluid and flexible during the transition of the Agencies, preserving the best of both organizational cultures and minimizing the impact on project and program delivery.
- Implementation should occur in a predictable manner to reduce uncertainty for employees who may be impacted.
- Staff transitions and associated employee relations issues are important. Careful attention to the interests and needs of all employees should be on the critical path of any implementation plan.
- Service sharing and choices about an organizational structure will have employee/labor relations implications and costs.
- Any actions need to ensure that the spirit and morale of the respective Agencies is sustained and supported.
- Retention of professional engineering staff is critical to sustaining project delivery schedules and commitments in the near term.
- The cost allocation for the service sharing plan must be Agency neutral. The plan will not be cost effective if additional overhead costs are incurred by either organization at the fully burdened, overhead rate.

Finally, Management Partners' report recommends that the ultimate organizational structure of a merged Agency should be determined by the future Executive Director. The reason for allowing the Executive Director to determine the structure is that he would be responsible for ensuring that the Board's goals are achieved.

Based on Management Partners' recommendations and the new Strategic Business Plan, the new organizational chart places great emphasis on planning, funding, and deliver of programs and projects, while enhancing public outreach and legislative and policy advocacy.

Financial Impact

There is no immediate impact on the Agency's budget. As indicated above, once the Board endorses the newly recommended organizational chart, the Executive Director will direct the Agency's HR consultant to conduct a compensation survey of the Agency's public sector market and make recommendations for appropriate salary ranges commensurate with the external market, as well as, internal organizational hierarchy and position alignments. Once the new salary ranges have been approved by the Board, we can determine what savings we can achieve.

Attachments:

- Attachment A - Agency Strategic Business Plan
- Attachment B - Proposed Alameda CTC Staff Positions
- Attachment C - Employee Transition Schedule
- Attachment D - Executive Summary of July, 2009 Consolidation and/or Service Analysis Report by Management Partners, Inc.
- Attachment E - Executive Summary of January, 2010 Merger Implementation Plan Report by Management Partners, Inc.

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

Mission, Strategic Goals, Principles

Mission Statement: Plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County

Strategic Goals:

- Planning: Identify transportation needs and opportunities to formulate strategies and solutions
- Objective 1 Monitor and analyze transportation system performance
 - Objective 2 Develop long range transportation plan
 - Objective 3 Collaborate with state, regional, county and local planning agencies to integrate transportation planning with air quality and land use
 - Objective 4 Conduct corridor and sub-area studies
 - Objective 5 Inform funding policy at federal, state and regional levels to align with identified needs
- Funding: Evaluate, prioritize and fund programs and projects
- Objective 1 Advise and influence funding agencies' programming policy
 - Objective 2 Effectively program available funding
 - Objective 3 Increase funding levels for transportation in Alameda County

Delivering: Deliver quality programs and projects on schedule and within budget

Objective 1 Monitor implementation with oversight and reporting

Objective 2 Support program and project implementation with assistance where appropriate

Objective 3 Exercise and promote best management practices in the delivery of programs and projects

Principles:

We accomplish the mission of this agency through the application of the following principles:

Public Service: Serve the public in the development and delivery of transportation programs and projects

Accountability: Plan, fund and deliver programs and projects in an open, transparent, efficient and effective manner

Relationships: Foster cooperative relationships/partnerships with federal, state, regional, local partners and other stakeholders

Alameda County Transportation Commission
Strategic Business Plan 2011

Mission Strategic Goals Principles





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Overview

This Strategic Business Plan will help guide the Alameda County Transportation Commission staff administer transportation projects and programs in Alameda County. The Strategic Business Plan will identify the mission, strategic goals, and principles of the agency.

Three strategic goals are outlined in the Strategic Business Plan—planning, funding, and delivery of transportation projects and programs. Each goal includes objectives to help refine the capital development program and prioritize business plan activities.

Introduction

The **Alameda County Transportation Commission** (Alameda CTC) is a newly-formed, countywide transportation agency resulting from a merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). Assuming the roles of both agencies, the Alameda CTC works to plan, fund and deliver a broad spectrum of transportation projects and programs to enhance mobility throughout Alameda County. The merger eliminated redundancies and created efficiencies in planning, programs and project delivery, and streamlined legislative, policy and funding efforts.

The Alameda County Transportation Commission is governed by a 22-member Board of Directors and supported by staff of both ACTIA and ACCMA. Four Community Advisory Committees extend the agency's work, and the Alameda County Technical Advisory Committee will continue to provide technical feedback to the agency.

ACTIA

In 1986, Alameda County became one of the first self-help counties in California to authorize a voter-approved half-cent sales tax statute. The Alameda County Transportation Authority (ACTA) was designated as the governing agency to administer and oversee delivery of the Measure B transportation projects in Alameda County. The Measure had passed with 56.5 percent of Alameda County votes.

A second Measure B was reauthorized in November of 2000, with 81.5 percent of Alameda County voters pledging support again. ACTIA was created to deliver a fresh set of essential transportation improvements and services while ACTA continued to finalize the projects promised to voters in the original Measure.

ACCMA

Passed by California voters in 1990, Proposition 111 added nine cents per gallon to the state fuel tax, funding local, regional and state transportation projects and services. It also required urban counties to designate a congestion management agency, with the primary responsibility of coordinating transportation planning, funding and other activities in a congestion management program.

In 1991, the ACCMA was created by a joint-powers agreement between Alameda County and all 14 cities within the county. One of ACCMA's prime responsibilities was to develop and periodically update the Alameda Countywide Transportation Plan.



PURPOSE OF ALAMEDA CTC'S WORK

The Alameda CTC assumes the combined roles of former agencies, ACTIA and ACCMA to plan, fund and deliver a broad range of transportation projects and programs.

In undertaking the duties of ACCMA, the Alameda CTC will continue to coordinate countywide transportation planning and will attract the necessary funding to implement projects.

As successor to ACTIA, the Alameda CTC will continue to deliver an expenditure plan for Measure B. The expenditure plan for the half-cent transportation sales tax measure includes numerous capital projects, as well as program funds for local street and road improvements, special transportation to assist seniors and disabled individuals, transit operations and bicycle and pedestrian safety.

BUILDING OF SUCCESSES

Building on the successes of ACTIA and ACCMA, the Alameda CTC is poised to function with enhanced capability and effectiveness in the areas of:

- Transportation planning and programming
- Programs and projects delivery
- Legislation and policy to support congestion relief, mobility and accessibility

In Alameda County, as in other places throughout California, the current transportation system is facing challenges related to demand and investments. Alameda CTC is focused on effective planning, coordination and leveraging resources to address transportation priorities.

Through a combination of measured risks, diligent project management and the proactive pursuit of funding opportunities, the Alameda CTC and partners have fulfilled the promise to Alameda County voters by delivering local projects and programs effectively.

Leveraging the successes of both agencies, the Alameda CTC will continue to deliver projects and programs as stipulated by voters and as developed through the countywide planning processes.

Mission Statement

PLAN, FUND AND DELIVER TRANSPORTATION PROGRAMS AND PROJECTS THAT EXPAND ACCESS AND IMPROVE MOBILITY TO FOSTER A VIBRANT AND LIVABLE ALAMEDA COUNTY.



Operating Principles

WE ACCOMPLISH THE MISSION OF THIS AGENCY THROUGH THE APPLICATION OF THE FOLLOWING PRINCIPLES:

1. Public Service

Serve the public in the development and delivery of transportation programs and projects

2. Accountability

Plan, fund and deliver programs and projects in an open, transparent, efficient and effective manner

3. Relationships

Foster cooperative relationships/partnerships with federal, state, regional, local partners and other stakeholders

STRATEGIC GOAL #1 PLANNING

Identify transportation needs and opportunities to formulate strategies and solutions

Objective 1

Monitor and analyze transportation system performance

Objective 2

Develop long range transportation plan

Objective 3

Collaborate with state, regional, county and local planning agencies to integrate transportation planning with air quality and land use

Objective 4

Conduct corridor and sub-area studies

Objective 5

Inform funding policy at federal, state and regional levels to align with identified needs

STRATEGIC GOAL #2

FUNDING

Evaluate, prioritize and fund programs and projects



Objective 1

Advise and influence funding agencies' programming policy

Objective 2

Effectively program available funding

Objective 3

Increase funding levels for transportation in Alameda County



STRATEGIC GOAL #3 **DELIVERY**

Deliver quality programs and projects on schedule and within budget

Objective 1

Monitor implementation with oversight and reporting

Objective 2

Support program and project implementation with assistance where appropriate

Objective 3

Exercise and promote best management practices in the delivery of programs and projects

Operating Principles

We accomplish the mission of this agency through the application of the following principles:

1. Public Service

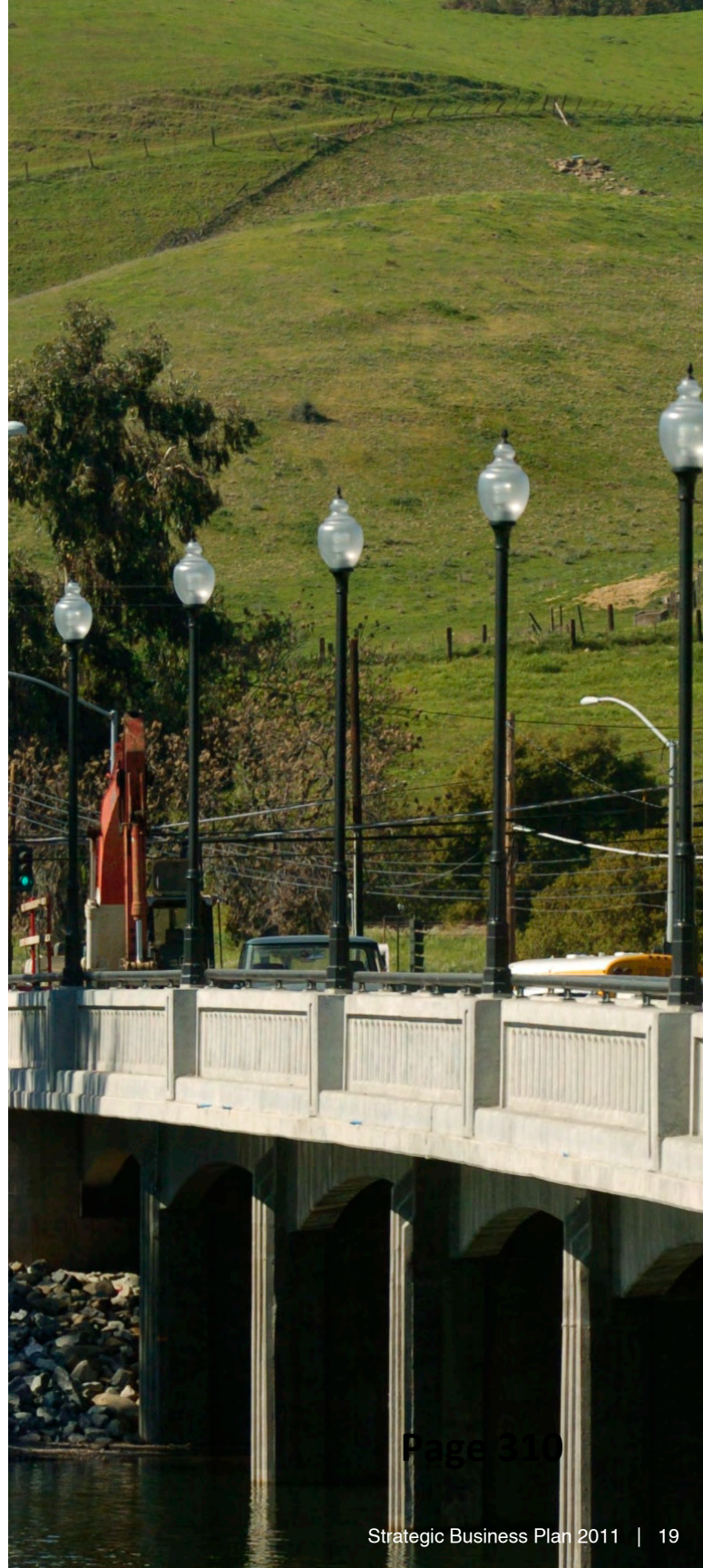
Serve the public in the development and delivery of transportation programs and projects

2. Accountability

Plan, fund and deliver programs and projects in an open, transparent, efficient and effective manner

3. Relationships

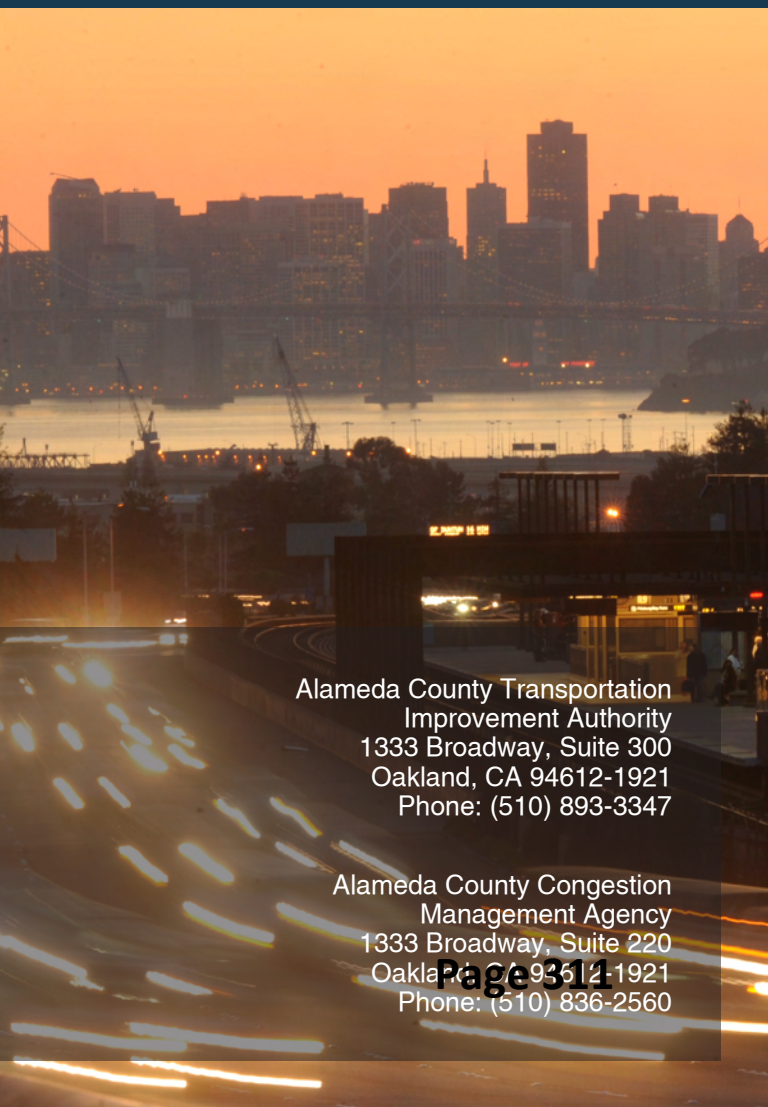
Foster cooperative relationships/partnerships with federal, state, regional, local partners and other stakeholders



The Alameda CTC plans, funds and delivers a broad range of transportation projects and programs to enhance mobility throughout Alameda County. It coordinates countywide transportation planning, attracts state and federal funding for project implementation, and delivers the Expenditure Plan for Measure B, the half-cent sales tax approved by 81% of county voters in 2000. For information regarding the various projects, programs and activities, visit us on the web at www.alamedactc.com.

Alameda County Transportation Commission

www.alamedactc.com



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Improvement Authority
1333 Broadway, Suite 300
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Alameda County Congestion
Management Agency
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Phone: (510) 836-2560

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Proposed Alameda CTC Positions for Salary Survey

March 2011

Grade	Position/Classification	Min	Med	Max
	Deputy Director of Projects and Programming			
	Director of Finance			
	Principal Transportation Engineer			
	Deputy Director of Planning			
	Deputy Director of Policy, Legislation, and Public Affairs			
	Senior Transportation Engineer			
	Principal Transportation Planner			
	Project Controls Engineer			
	Senior Transportation Planner			
	Associate Transportation Engineer			
	Accounting Manager			
	Office Manager			
	Contract Procurement Analyst			
	Contract Compliance and Business Outreach Analyst			
	Programming Analyst			
	Assistant Transportation Engineer/Assistant Transportation Planner			
	Clerk of the Commission			
	Senior Accountant			
	Accountant			
	Administrative Assistant			
	Executive Assistant			
	Receptionist			

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Alameda County Transportation Commission
Employee Transition Schedule
As of February 2011

No.	Item	Goal Date	Lead Responsibility	Comments
1	Retirement/PEMCHA/Health and Leave Benefit Framework Approval	ACTC – 10/28/10	Executive Director	Completed
2	Submit CalPERS Questionnaire(s)	November 2011	Executive Director Finance Director Accounting Manager	Completed
3	Finalize ACTC organization structure	January - February 2011	Executive Director	Completed
4	Issue RFP for Health and Related Benefits Procurement Process.	January-February, 2011	Finance Director	
5	Conduct salary and benefit survey for specified positions	March 2011	Human Resources Consultant	
6	CalPERS questionnaires and actuarial cost studies returned to Agency.	March - April 2011	CalPERS	Legal Counsel will assist. Accounting Manager to monitor progress.
7	Review CalPERS Study Results	April - May 2011	Executive Director Finance Director HR Consultants	
8	Present Agency organization structure to Board as information	February 2011	Executive Director	
9	Amend Salary and Benefit Resolution to: · Adjust salaries for impacted positions · Unify and reconcile leave and related policies · Establish cafeteria benefit plan	April - May 2011	Executive Director Finance Director Consultant	HR FAC and Commission Approval
10	Select and approve benefit provider(s) to begin on 7/1/11	March – June 2011	Human Resources Consultant	
11	Make appointments to new positions, where applicable	March -- June 2011	Executive Director	Some positions will be subject to recruitment processes.
12	Approve Retirement and PEMCHA Plans, and HRA	November 2011	Executive Director Finance Director	Completed

Alameda County Transportation Commission
Employee Transition Schedule
As of February 2011

No.	Item	Goal Date	Lead Responsibility	Comments
13	Establish Health Reimbursement Arrangement (HRA) System	April -- May 2011	Finance Director	
14	Send letters to employees offering employment, with terms, to move to ACTC as of 7/1/11	March -- June 2011	HR Consultant Executive Director	
15	Adopt CalPERS resolutions for ACTC employees	May -- June 2011	Executive Director	FAC and Commission Approval
16	Transition employees to ACTC	March -- June 2011		

**ALAMEDA COUNTY CONGESTION
MANAGEMENT AGENCY (CMA)
ALAMEDA COUNTY TRANSPORTATION
IMPROVEMENT AUTHORITY (ACTIA)**

**CONSOLIDATION AND/OR SERVICE SHARING
ANALYSIS**

July 2009



MANAGEMENT PARTNERS
INCORPORATED

EXECUTIVE SUMMARY

In January 2009, the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (CMA) initiated a study to identify service sharing and/or consolidation opportunities between the two agencies. This effort was undertaken to determine if critical mission responsibilities could be delivered in a more streamlined and cost effective manner.

Like most public agencies throughout the country, the CMA and ACTIA are faced with ongoing challenges in sustaining the delivery of their programs and projects. The severe economic downturn has negatively impacted State and local funding sources, but has also put these agencies on the “front-lines,” via national stimulus programs aimed at spurring infrastructure spending for job creation. These factors have made both performance and efficiency more critical than ever for both agencies. While each agency continues to aggressively implement capital projects and transportation programs, this review provided an opportunity to examine whether services and functions currently supported within each separate agency could be shared or integrated in a way that will improve the efficiency and effectiveness of project and program delivery.

This analysis concludes that there are in fact attractive opportunities for a variety of service sharing and integration efforts. The greatest opportunities for consolidation and efficiency improvement are financial services, administrative services, and capital project delivery.

This report summarizes opportunities to reduce costs by sharing administrative, financial and project management functions, create a net positive impact of improved efficiency in each agency, and enable both agencies to better serve the public interest. Additionally, this report describes some of the issues involved in consolidating functions or agencies, and outlines options for new organizational models. A preliminary timeline for implementation is included as well, should the boards of each organization decide to proceed.

This engagement was designed as a threshold analysis, meaning that it was intended as a high level examination of opportunities for service sharing and/or consolidation which could be compelling enough to move forward with an implementation analysis and plan. As a result of our examination, Management Partners believes that it is highly probable that

there are significant cost benefits to be achieved through service sharing. Additionally, the threshold analysis indicated that a complete merger or integration of the agencies would result in a united and strengthened agency, one better positioned to deliver programs and projects, in the highly competitive environment which now exists. Both agencies are already considered exemplary and successful in their fields within the State of California. However, a merged agency would enable a united front to be presented when interfacing with regional, state and federal agencies and elected officials and allow even more influence and streamlined operations.

Our analysis, as summarized in Table 1, shows that an investment in service sharing and consolidation is sufficiently compelling to consider the development of an implementation plan as the next step in the process. Details of the threshold analysis are described more in-depth later in the Transition Costs/Benefits Summary section of this report.

TABLE 1: THRESHOLD ANALYSIS INVESTMENT

Project Phase	Calendar Year	One Time Transition Cost Range	Ongoing Annual Savings
I	Second quarter 2010	\$220,000-270,000	\$151,000-171,000
II	Fourth quarter 2011	\$230,000	\$160,000
III	First quarter 2011	\$120,000-210,000	\$280,000-460,000
IV	2013	\$110,000	\$100,000
Total		\$680,000-820,000	\$643,000-891,000

Three organizational concepts for a new organizational structure are described in this report. They are provided as representational concepts for how a combined or merged organization might be organized for purposes of carrying out the combined work program of both agencies. These three concepts are:

Concept 1: Consolidated Administrative Services, Separate Agency Programs and Projects

Concept 2: Consolidated Administrative Services, Programming Separated, Policy and Planning Aligned, Consolidated Capital Project Delivery

Concept 3: Consolidated Administrative Services, Capital Project and Programming Integrated, Policy and Planning Aligned

Management Partners is also recommending four general phases for implementation, should the respective agency and authority boards choose to move forward with the project. These phases may be ambitious, but should be feasible:

- *Calendar Year 2010 Quarter 2* – Financial and administrative services integration
- *Calendar Year 2010 Quarter 4* – Merger of executive management function
- *Calendar Year 2011 Quarter 2* – Merger of program and project delivery functions
- *Mid 2013* – Collocation of staff (unless subleases can be found or other lease changes can be negotiated earlier)

A complete merger of both the CMA and ACTIA Board of Directors cannot occur until the enabling or statutory legislation for both agencies is amended to allow for a consolidated board. However, this is not critical for the agencies to consider an organizational merger or consolidation of services. The re-authorization of the half-cent sales tax is being considered for 2012, representing one opportunity to address the merger of the boards. At that time, legislation could be incorporated into the measure that would authorize administration of the new program to be administered by a merged agency. While the sales tax is under consideration by the voters, the CMA could develop and present an amendment to member agencies of the joint powers authority to allow for a merged agency with additional duties and responsibilities. A new governing board structure could also then be developed and presented as part of each of these efforts.

Alternatively, the boards could decide to pursue a consolidated board structure earlier through means available by the authorities of their existing enabling legislation, should they so choose. Integration of the organizations which support the CMA and ACTIA boards though is not dependent on the merger of the board structures. Integration of both agencies could occur without a merger of the governing boards through a contractual relationship between the two agencies. The staff of a merged agency would continue to provide support to all three boards (CMA, ACTA and ACTIA). While there may be merit to considering the consolidation of the board structure earlier rather than later, the policy and political issues could inadvertently divert the effort needed to achieve the efficiencies that will result with integration of the agencies.

Mergers or consolidations require a commitment to long term goals. They also require an upfront investment to move forward and once the project has begun, the process should move deliberately in accordance with an agreed upon implementation plan and schedule. Additionally, and equally important, there are always significant employee relations issues to consider as the process proceeds. Retention and recruitment of quality staff is essential in the delivery of transportation programs and projects,

as is ensuring that the capability is in place for strategically planning for the right projects in the competitive environment of transportation funding.

Finally, the report recommends the development of an implementation plan as the next step in a potential consolidation or merger, should the respective boards of both agencies believe the information merits moving forward. An implementation plan would be brought back to the boards for consideration before any final decisions regarding implementation would be made.

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**ALAMEDA COUNTY CONGESTION MANAGEMENT
AGENCY/ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT
AUTHORITY – MERGER IMPLEMENTATION PLAN**

January 2010



MANAGEMENT PARTNERS
INCORPORATED

EXECUTIVE SUMMARY

In January 2009 the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (CMA) initiated a study to identify service sharing and/or consolidation opportunities between the two agencies. The study examined whether mission critical responsibilities could be delivered in a more streamlined and cost effective manner if the two agencies operated on a more integrated basis. Another project objective was to determine if there was sufficient information to allow policy makers to make a decision about whether to move forward with an implementation analysis and develop a plan for a possible integration and potential consolidation. A final report delivered to both agencies in July 2009 concluded that there were in fact attractive opportunities for a range of service sharing and integration efforts. The greatest opportunities for consolidation and efficiency improvement were in the areas of financial services, administrative services and capital project delivery.

In May 2009 Management Partners made a presentation to the ACTIA and the CMA Boards of Directors during a joint meeting. The presentation described the opportunities for service sharing and potential merger of operations, opportunities for cost efficiencies and estimated annual savings. The presentation pointed out that the ten-year return on investment was very good, with up-front costs relatively minor considering the long term goals and benefits. The joint meeting also surfaced the potential for possibly blending the Boards of Directors into one Board either as part of the merged agency process or during the next reauthorization of the sales tax effort.

That engagement was designed as a threshold analysis or a high level examination of opportunities for service sharing and/or consolidation to determine whether they would be compelling enough to move forward with an implementation analysis and plan. In that report, Management Partners stated that significant costs could be saved and benefits could be achieved through service sharing.

In the threshold analysis study, the transition was envisioned as a project with four phases. Each phase identified specific transition costs and yearly savings that should result from the completion of the phase. The phases were identified as:

- *Phase I* – Integration of financial and administrative services
- *Phase II* – Merger of executive management function

- *Phase III* – Merger of program and project delivery functions
- *Phase IV* – Collocation of staff (unless subleases can be found or other lease changes can be negotiated earlier)

Table 1 shows the estimated savings for each phase identified in the threshold analysis.

TABLE 1: THRESHOLD ANALYSIS INVESTMENT

Project Phase	One Time Transition Cost Range	Ongoing Annual Savings
I	\$220,000 to \$270,000	\$151,000 to \$171,000
II	\$230,000	\$160,000
III	\$120,000 to \$210,000	\$280,000 to \$460,000
IV	\$110,000	\$100,000
Total	\$680,000 to \$820,000	\$643,000 to \$891,000

A summary of the recommendations with associated transition costs and possible savings was presented in the July 2009 report. The summary can be found as Attachment A to this Merger Implementation Plan.

The presentation to the Joint Board(s) of Directors of the CMA and ACTIA in late May as well as the July 2009 report recommended the development of an implementation plan as the next step in a potential consolidation or merger. The implementation plan would further scope the agreed upon service sharing opportunities and develop a detailed plan for presentation to the executive directors and the respective Boards of Directors.

The joint Boards agreed with this recommendation and directed staff to take the next step and develop a full merger implementation plan for their consideration. The Boards also established an Ad Hoc Committee with members from each Board of Directors to oversee and provide general direction during the development of the merger implementation plan.

Management Partners developed the Merger Action Plan (transmitted separately in electronic form) to provide the steps and general timing for the actions needed to merge the staff and business activities of the separate transportation agencies into a new single organization. Throughout the development of the plan, Management Partners received general comments from the Ad Hoc Committee of Board members. The executive directors of both agencies and legal counsel were also involved in the review and development of the action plan.

The plan is based on this general oversight and review, as well as Management Partners' efforts to define the appropriate action steps, coupled with timing and logistical considerations. The Merger Implementation Plan has been reduced to two major phases with the consolidation of the independent organizations into a single operating entity in the first phase and office space consolidation in the second. The plan identifies several key steps occurring at particular times. The completion of these steps by the indicated timeline will be necessary to reach the goal dates. If the Boards of Directors of ACTIA and CMA make choices other than those anticipated in the plan, they may have an effect on the timing or ultimate outcome.

Several fundamental assumptions evolved as the design of the plan emerged. They are important for understanding the context of the proposed merger.

1. With any major organizational change there is uncertainty in the process. A complex merger such as this almost guarantees that a precise course of action may not proceed exactly as predicted. However, the Boards have clearly indicated their interest in the capital projects and other activities of the agencies proceeding smoothly and in a timely manner during the transition. The plan is intended to minimize a negative impact on the continued successful implementation of the capital projects for which each agency is responsible.
2. A joint powers authority (JPA) is proposed to be formed as the service organization, employing staff and executing the services required of ACTIA and CMA. To enable a successful transition of the agencies, their staff, programs and projects, the JPA should be developed and approved by the member agencies and Boards of Directors by late July 2010, with the JPA going into start-up operations by September 1, 2010.
3. The ACTIA and CMA Boards are presumed to continue to exist for a period of time because of statutory references to each Agency, but will modify their organizational documents, with the requisite approvals, so that their Boards are the same as the Board for the new JPA. ACTIA and CMA will be members of the new JPA and it will fulfill their purposes, projects and programs. The Alameda County Transportation Agency (ACTA) may also join the new JPA or it may remain separate and contract with the new JPA as it does with ACTIA now. The Action Plan will not be significantly affected if this occurs.
4. The Citizen's Watchdog Committee for ACTIA would continue under the new proposed JPA, serving in the same or similar role as they do currently.

5. Under the new JPA, only three positions are initially proposed to be consolidated in the new agency:
 - Executive director
 - Finance and administration director
 - Clerk of the Board(s)

Current employees of ACTIA and CMA would transition to the JPA effective March 1, 2011 or earlier depending on the reconciliation of the benefit structure.

6. The organizational structure of the JPA will be defined by the new executive director. No specific structure is assumed other than the need for a Finance and Administration Division and one or more operational divisions.
7. The plan includes transition costs. These are one-time costs for external goods or external services required to combine systems and business processes, as indicated in Management Partners' earlier threshold analysis report. Personnel transition costs are not indicated, as those costs will ultimately be defined and decided by the agency boards.
8. The salary and benefit structures of ACTIA and CMA are different and the reconciliation under a new JPA will require careful attention. The cost impact of the compensation elements of the transition cannot be determined until options are developed and approved by the Board(s) of Directors.

Major milestones as described in the Merger Action Plan are included in Table 2.

TABLE 2: MAJOR MERGER ACTION PLAN MILESTONES

Event	Target Date
Approval by Boards to proceed with a merged agency and new JPA	January 28, 2010
JPA structure developed and approved by respective Boards	February 25, 2010
JPA approved by member agencies and Boards of Directors	July 31, 2010
Selection of Clerk of the Board	August 31, 2010
New JPA operations begin	September 1, 2010
Selection of new executive director, if open recruitment directed	September 23, 2010
New executive director begins	November 1, 2010
Selection of finance and administration director for merged agency	December 1, 2010
Employees transition to JPA	January-March, 2011
Single accounting system begun	July 1, 2011
Complete integration of operations	January 18, 2012

Consolidation of office space

November 2014

The Merger Action Plan steps have been grouped into the following major services areas, each of which contains a series of discrete subcategories:

- Agency Formation
- Human Resources
- Finance - Accounting, Purchasing and Budgeting
- General Administration
- Programs and Planning
- Programming and Grant Management
- Capital Project Delivery
- Future Actions

As stated in the July 2009 report, mergers or consolidations require a commitment to long-term goals. Once the project has begun, the process should move deliberately in accordance with an agreed upon implementation plan and schedule. The Merger Action Plan described in this report provides a course and plan to guide CMA and ACTIA staff and Boards of Directors to strategically and successfully merge the agencies.

Attachment B provides a more extensive timeline of significant events and milestones expected to occur during the merger project.