



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

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

Monday, June 10, 2013, 12:00 P.M.

1333 Broadway, Suite 300, Oakland, California 94612 and
Teleconference location: 2011 Clearwood Drive, Bowie Maryland 20721
(see map on last page of agenda)

Commission Chair
Scott Haggerty, Supervisor-District 1

Commission Vice Chair
Rebecca Kaplan, Councilmember,
City of Oakland

AC Transit
Elsa Ortiz, Director

Alameda County
Supervisors
Richard Valle – District 2
Wilma Chan – District 3
Nate Miley – District 4
Keith Carson – District 5

BART
Thomas Blalock, Director

City of Alameda
Marilyn Ezzy Ashcraft, Vice Mayor

City of Albany
Peggy Thomsen, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Councilmember

City of Hayward
Marvin Peixoto, Councilmember

City of Livermore
John Marchand, Mayor

City of Newark
Luis Freitas, Councilmember

City of Oakland
Larry Reid, Vice Mayor

City of Piedmont
John Chiang, Mayor

City of Pleasanton
Jerry Thorne, Mayor

City of San Leandro
Michael Gregory, Vice Mayor

City Of Union City
Carol Dutra-Vernaci, Mayor

Executive Director
Arthur L. Dao

Chair: Larry Reid
Vice Chair: Suzanne Chan

Members: Ruth Atkin Luis Freitas
Laurie Capitelli Nate Miley
Carol Dutra-Vernaci

Ex-Officio Members: Scott Haggerty Rebecca Kaplan

Staff Liaison: Stewart D. Ng
Executive Director: Arthur L. Dao
Clerk of the Commission: Vanessa Lee

AGENDA

Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org

1 PLEDGE OF ALLEGIANCE

2 ROLL CALL

3 PUBLIC COMMENT

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

4 CONSENT CALENDAR

- 4A. [Approval of Minutes of May 13, 2013 – Page 1](#) **A**
- 4B. [California Transportation Commission \(CTC\) May 2013 Meeting Summary – Page 5](#)

5 STRATEGIC PLANNING AND PROGRAMMING POLICY

- 5A. [Approval of Capital Improvement Program/Programs Investment Plan Methodology and Review of Draft Screening and Prioritization Criteria– Page 9](#) **A**

6	PROGRAMS	
6A.	<u>Approval of FY 2012/13 Coordinated Funding Program</u> – Page 31	A
6B.	<u>Approval of Transportation Fund for Clean Air (TFCA) Draft FY 2013/14 Program and At Risk Report</u> – Page 55	A
6C.	<u>Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2013/14</u> – Page 65	A
6D.	<u>Approval of State Transportation Improvement Program (STIP) At Risk Report</u> – Page 77	A
6E.	<u>Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report</u> – Page 85	A
6F.	<u>Approval of Fiscal Year 2013/2014 Measure B Paratransit Program Plans</u> – Page 101	A
7	PROJECTS	
7A.	<u>I-880 North Safety and Operational Improvements at 23rd and 29th Avenues (ACTC No. 717.0) – Authorization to Advertise and Award a Construction Contract for EBMUD Facilities Relocation</u> – Page 109	A
7B.	<u>East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements (ACTIA 19) - Allocation of 2000 Measure B Capital Funding and Amendment No. 3 to the Project Specific Funding Agreement with the City of San Leandro</u> – Page 111	A
7C.	<u>East Bay Greenway Project – Segment 7A (ACTC No. 635.1) – Authorization to Award and Execute a Contract for Construction of the Project</u> – Page 117	A
7D.	<u>BART Warm Springs Extension Project (ACTC 602.0) - Approval of Exchange of State Local Partnership Program Funding and Amendments to Measure B Project Specific Funding Agreements</u> – Page 121	A
7E.	<u>Various Projects - Approval of Amendments to the Architectural and Engineering (A&E) Professional Services Agreements for Time Extensions</u> – Page 125	A
7	COMMITTEE MEMBER REPORTS (VERBAL)	
8	STAFF REPORTS (VERBAL)	
9	ADJOURNMENT/NEXT MEETING: July 8, 2013	

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

* Materials will be provided at meeting.

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

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH

ENVIRONMENTAL SENSITIVITIES MAY ATTEND.

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Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled

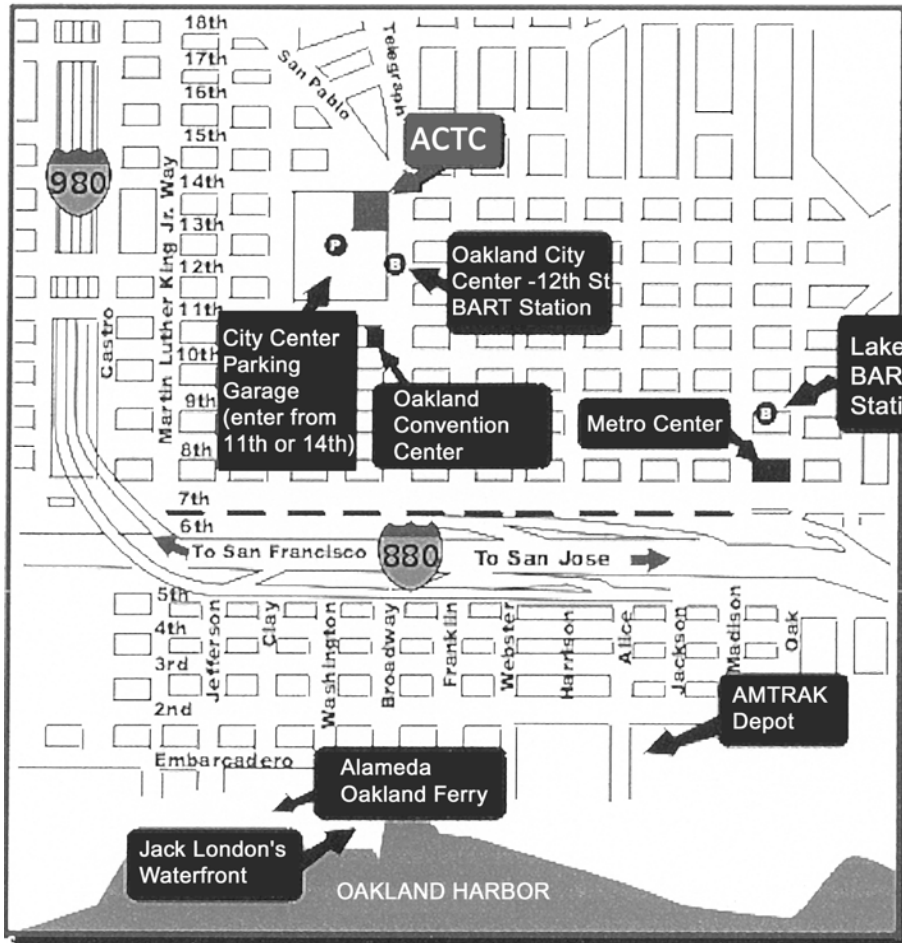


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Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

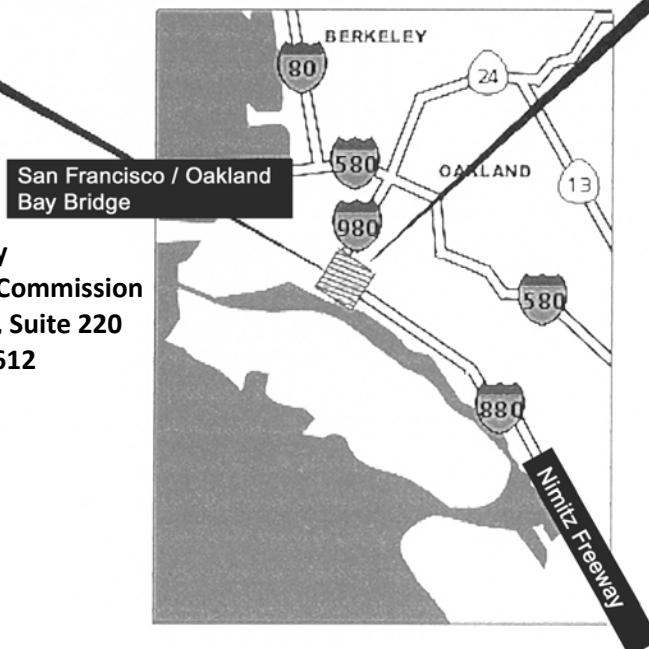
AC Transit:

Lines 1, 1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking: City Center Garage – Underground Parking, (Parking entrances located on 11th or 14th Street)

**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**



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**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF MAY 13, 2013
OAKLAND, CALIFORNIA**

Councilmember Chan convened the meeting at 12:05 p.m.

1. Pledge of Allegiance

2. Public Comment

There was no public comment.

3. Roll Call

Lee conducted a roll call. A quorum was confirmed.

4. Consent Calendar

4A. Minutes of April 08, 2013

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

5. STRATEGIC PLANNING AND PROGRAMMING

5A. Approval of 2013 Capital Improvement Program and Programs Investment Plan Revenue Assumptions and Review of the Development Methodology

Matt Todd recommended the Commission approve the 2013 Capital Improvement Program (CIP) and Programs Investment Plan (PIP) revenue assumptions and review the proposed development methodology for the CIP/PIP. Mr. Todd stated that the CIP outlines projects which help maintain and improve the performance of the multimodal transportation system by alleviating traffic congestion and reducing carbon emissions. The PIP will include projects/programs that support capital improvements, transit operations, outreach and education, transportation maintenance activities, and reporting tasks that are not included in the CIP. Mr. Todd concluded by reviewing revenue assumptions, development methodology, the two-year allocation plan, and the schedule and next steps.

Mayor Vernaci wanted to know if the methodology was the same as previous years. Mr. Todd stated that the criteria was blended with past methodology as well as current evaluation criteria.

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

5B. Approval of 2014 State Transportation Improvement Program (STIP) Principles

Matt Todd recommended the Commission approve the 2014 STIP Principles for the development of the 2014 STIP project list. Mr. Todd stated that the STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. He stated that the STIP is composed of two sub-elements: 75% of the STIP funds going towards the Regional Transportation Improvement Program (RTIP)

and 25% going to the Interregional Transportation Improvement Program (ITIP). Mr. Todd concluded by stating that the CTC and MTC are not scheduled to adopt the final STIP policies until late summer and the development of the Alameda County RTIP proposal will have to be closely coordinated with the statewide and regional development of the 2014 STIP policies.

Councilmember Chan motioned to approve this item. Councilmember Capitelli seconded the motion. The motion passed 9-0.

6 PROGRAMS

6A. Draft FY 2012/13 Coordinated Funding Program

Matt Todd provided a review of the Draft FY 2012/13 Coordinated Funding Program. Mr. Todd stated that the intent of the FY 2012-13 Coordinated Program was to reduce the number of applications required from project sponsors and to consider multiple county level programming efforts under a more unified programming and evaluation schedule. He stated that the Call for Projects was released on February 4, 2013 and 69 applications requesting a total of \$121.1 Million were received.

Supervisor Miley requested that staff bring back a program break-down by planning area. Art Dao stated that staff would provide that breakdown at a later meeting.

A public comment was heard on this Item by Dave Campbell.

This Item was for information only.

6B. Approval of Vehicle Registration Fee (VRF) FY 2013/14 Allocation Plan

Vivek Bhat recommended the Commission approve the Vehicle Registration Fee (VRF) FY 2013/14 Allocation Plan. Mr. Bhat stated that the plan establishes a 1-year Implementation Plan that will include the approval of specific projects and programming cycles for the upcoming year, as well as establishes the beginning programmed balance for each program and an estimate of cash flow over next five fiscal years of the VRF.

Councilmember Chan motioned to approve this item. Councilmember Kaplan seconded the motion. The motion passed 8-0.

6C. Approval of Measure B Special Transportation for Seniors and People with Disabilities Gap Grant Cycle 5 Program

John Hemiup recommended the Commission approve the allocation of \$2,150,644 of Measure B Paratransit Grant funds to the 1st through 12th ranked Paratransit Gap Grant Cycle 5 applicants and the allocation of \$50,000 of Implementation Guidelines Assistance Measure B Paratransit Grant funds to the City of San Leandro to fund the city's Door-to-Door Medical Transportation service. Mr. Hemiup stated that on February 1, 2013 a call-for-projects was issued and a total of 17 applications were received from local agencies and community based non-profit organizations. Mr. Hemiup stated that PAPCO has accepted the Gap Grant Review Subcommittee's findings and endorses staffs recommended action.

A public comment was heard by Jane Krammer.

6D. Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County

Vivek Bhat recommended that the Commission approve the Three-Year Project Initiation Document (PID) Strategic Plan for Alameda County (FY 2013/14, 2014/15 and 2015/16). Mr. Bhat stated that Caltrans requested that the Alameda CTC update the Three-Year PID Strategic Plan for Alameda County.

Councilmember Capitelli motioned to approve this Item. Councilmember Kaplan seconded the motion. The motion passed 8-0.

6E. Transportation Fund for Clean Air (TFCA) Program Overview and Summary of FY 2013/14 Applications Received

Jacki Taylor provided an overview of the Transportation Fund for Clean Air (TFCA) Program and Summary of FY 2013/14 Applications Received. Ms. Taylor stated that the FY 2013/14 TFCA program is currently under development and provided a summary of applications received under the program.

This Item was for information only.

6F. Approval of the FY 2011-2012 Measure B and Vehicle Registration Fee Pass-through Fund Program Compliance Reports

John Hemiup recommended the Commission approve the FY 2011-2012 Measure B and Vehicle Registration Fee Pass-through Fund Program Compliance Reports and approve the San Joaquin Regional Rail Commission's (SJRRRC) Request for an Exemption from the Master Program's Funding Agreement Timely Use of Funds Policy. Mr. Hemiup stated that the MPFA requires all recipients of Measure B and VRF pass-through funds to submit an annual compliance report and an annual compliance audit to Alameda CTC for fiscal year 2011-12 (FY 11-12). Mr. Hemiup stated that Alameda CTC staff has prepared a comprehensive Measure B and VRF compliance summary report that outlines pass-through distributions in FY 11-12 and the jurisdictions' reported expenditures for FY 11-12. The summary report also summarizes the jurisdictions' future planned expenditures and fund reserve designations.

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

7 PROJECTS

7A. Approval of Final FY 2013-2014 Measure B Capital Program Strategic Plan

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

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

7B. I-680 Southbound Express Lane (Actia No. 8A) – Approval of Contract Amendments to the Professional Services Contracts with etc, Novani and CDM Smith

Arun Goel recommended the Commission approve Amendment No. 4 to the Agreement (CMA#A09-028) with Novani, LLC to: 1) extend the term of the Agreement for one year, from July 1, 2013 to June 30, 2014, and, 2) include additional compensation for its continued services in FY 2013/14, in the amount of \$71,000; approve Amendment No. 1 to the Agreement (CMA#A08-001) with Electronic Transaction Consultants Corporation to: 1) extend the term of the Agreement for one year, from July 1, 2013 to June 30, 2014, and, 2) include additional compensation for its continued services in FY 2013/14, in the amount of \$200,000; and approve Amendment No. 8 to Consultant Services Agreement (CMA#A04-007) with CDM Smith (Wilbur Smith Associates), to: 1) extend the term of the Agreement for one year, from July 1, 2013 to June 30, 2014, and, 2) include additional compensation for its continued services in FY 2013/14, in the not-to-exceed amount of \$50,000. This would bring the total Agreement amount to \$2,257,821.

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

7C. I-680 Northbound Express Lane (Actia No. 8b) – Approval of a Cooperative Agreement with California Department of Transportation (Caltrans)

Gary Sidhu recommended that the Commission approve authorization for the Executive Director to enter execute a Cooperative Agreement with Caltrans for the Project Report and Environmental Document (PA&ED) approval phase of the I-680 Northbound Express Lane Project. Mr. Sidhu stated that the Cooperative Agreement between the ACTC and Caltrans is necessary to cover roles and responsibilities during the PA&ED phase of this project.

Councilmember Capitelli motioned to approve this Item. Councilmember Kaplan seconded the motion. The motion passes 8-0.

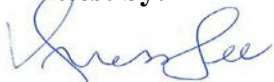
8/9. Staff and Committee Member Reports

There were no staff or committee reports.

10. Adjournment and Next Meeting: June 10, 2013

Chair Reid adjourned the meeting at 1:35p.m. The next meeting is on June 10, 2013.

Attest by:



Vanessa Lee
Clerk of the Commission



Memorandum

DATE: June 03, 2013

TO: Programs and Projects Committee

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

SUBJECT: California Transportation Commission (CTC) May 2013 Meeting Summary

Recommendation

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

Discussion

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

The May 2013 CTC meeting was held at Los Angeles, CA. Detailed below is a summary of the two agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the May 2013 CTC meeting (Attachment A).

1. **2014 State Transportation Improvement Program (STIP) Fund Estimate Assumptions**

CTC staff presented the final assumptions of the 2014 STIP Fund Estimate. The Department will present the Draft 2014 STIP Fund Estimate on June 11, 2013 and the final 2014 STIP Fund Estimate for adoption on August 6, 2013.

2. **Proposition 1B Trade Corridor Improvement Fund (TCIF)/ Outer Harbor Intermodal Terminals (OHIT) - Segment 3 project**

The CTC allocated \$176 Million TCIF funds for the Construction Phase of City of Oakland's OHIT project.

Outcome: Allocation will allow project to be advertised and proceed to construction phase.

Attachment(s)

Attachment A: May 2013 CTC Meeting Summary for Alameda County Projects /Programs

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May 2013 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 State Transportation Improvement Program (STIP)	Approve assumptions for the 2014 STIP Fund Estimate	Approved
City of Oakland	Trade Corridor Improvement Fund (TCIF)/Oakland Outer Harbor Intermodal Terminals (OHIT) - Segment 3	Allocate \$176 Million TCIF funds for CON Phase of City of Oakland's OHIT project.	Approved

http://www.dot.ca.gov/hq/transprog/ctcbooks/2013/0513/000_timed.pdf

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Memorandum

DATE: June 03, 2013

TO: Programs and Projects Committee

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

**SUBJECT: Approval of Capital Improvement Program/Programs Investment Plan
Methodology and Review Draft Screening and Prioritization Criteria**

Recommendation

It is recommended the Commission approve the development methodology for the Capital Improvement Program (CIP) and the Programs Investment Plan (PIP) and review draft screening and prioritization criteria of CIP/PIP projects and programs.

Summary

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

As required by state statute, the CMP is required to include a Capital Improvement Program (CIP) that outlines projects which help maintain and improve the performance of the multimodal transportation system. In order to meet these legislative requirements, Alameda CTC intends to incorporate a comprehensive CIP and a Programs Investment Program (PIP) in the CMP document as part of the 2013 CMP update.

Based on the policy framework proposed with the Strategic Planning and Programming Policy adopted by the Commission in March 2013, the CIP and PIP will be incorporated with an expanded Strategic Plan/CMP that meets state statutory requirements, and serves as a fully integrated strategic planning and programming document that can more effectively guide future planning and programming decisions.

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

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

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

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

- CIP/PIP Development Methodology
- Two-year Allocation Plan
- Project/Program Prioritization Criterion

The staff report discusses the prioritization criteria recommended for identifying projects and programs for inclusion in the CIP and PIP. The criteria are presented for review, and a final approval scheduled for July 2013.

Discussion

Purpose of the Capital Improvement Program and Programs Investment Plan

The purpose of the CIP and PIP is to strategically plan and program funding sources under Alameda CTC's purview for capital improvements, operations and maintenance projects and programs consistent with Alameda CTC adopted long-range plans such as the Countywide Transportation Plan (CWTP), Countywide Bicycle Plan, and Countywide Pedestrian Plan. Updated every two years, as part of the CMP, the proposed CIP/PIP will consist of a multi-year planning horizon that integrates and prioritizes transportation investments based on measurable performance measures. The project prioritization process to identify immediate capital improvement and program investment needs are described later in this staff report.

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

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

Through the CIP/PIP project/program identification and prioritization process, Alameda CTC will identify priority transportation improvements that maintain or improve the performance of the multi-modal system for the movement of people and goods or mitigate transportation related

impacts on the environment such as air quality. Based on the CIP/PIP planning period, a two-year Allocation Plan will be developed to program discretionary funds to projects and programs identified as priorities and that are ready for construction/implementation.

CIP/PIP Development Methodology

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

1. Establish a prioritization process for projects/programs
 - a. CIP/PIP prioritization criterion will be derived from the current CMP, CWTP, Regional Transportation Plan (RTP), Countywide Bicycle Plan, Countywide Pedestrian Plan, and previously approved selection criteria from Alameda CTC's current discretionary grant programs such as the FY 2012/13 Coordinated Funding Program, TFCA, and Measure B Paratransit Gap Cycle 5 Program.
 - b. Prioritization criterion may include project readiness, needs and benefit, proximity to Priority Development Areas (PDAs), maintenance/sustainability, cost effectiveness/leveraging funds, and geographic equity.
2. Create an inventory of projects and programs through an examination of
 - a. CWTP's Tier 1 and Tier 2 projects, and programmatic categories
 - b. Recent discretionary grant project/program applications
 - c. Countywide Bicycle Plan, Countywide Pedestrian Plan, and other approved planning documents.

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

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

effectiveness/leveraging funds, and geographic equity. The Allocation Plan revenue assumptions are discussed in more detail in the next section.

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

Two-Year Allocation Plan

Revenue assumptions for the CIP/PIP were approved by the Commission at the May 23, 2013 meeting. The two-year Allocation Plan will include the annual programmatic pass-through funds from Measure B and VRF to local jurisdictions.

The discretionary funding available for programming during this timeframe will total approximately \$107.8 M. The funding sources and available funding amounts are depicted in detail on Attachment A, Current/Future Programming Cycles, and summarized in the table below.

Two-year Allocation Plan FY 13/14 to FY 15/16	
Discretionary Funding Sources <i>(Funds with Programming Actions during FY 13/14 to FY 15/16)</i>	Amount <i>(in millions)</i>
STP/CMAQ	\$ 45.2
STIP	\$ 30.0
TFCA	\$ 5.1
Lifeline Transportation Program	\$ 9.6
Measure B	\$ 8.1
VRF	\$ 9.8
Total	\$ 107.8

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

Draft Project Prioritization Criterion

Existing Criteria and Project Needs Identification

It is proposed to use a combination of existing project prioritization criteria contained in the CMP, CWTP, RTP, Countywide Bicycle and Pedestrian Plans, prior discretionary grant program guidelines, and other planning documents to determine project/program need and readiness for the CIP/PIP.

These planning documents contain an extensive evaluation process to determine the projects and priorities for the region on a long-range planning horizon of up to 25 years. Projects are prioritized based on criteria such as project readiness, multi-modal support, accessibility to low income housing, potential to close infrastructure gaps, connectivity to transit facilities, proximity to congested corridors and safety enhancements. These criteria are designed to achieve broad

performance objectives that improve the efficiency and accessibility to the county's transportation system. Although the performance elements contained in these plans are valuable at determining the county's transportation needs over an extended planning window of up to 25 years, in order to prioritize individual projects within the CIP/PIP window, Alameda CTC proposes to also screen and evaluate projects based on project readiness.

A summary of the long-range plans and their performance elements are included below and in Attachment B.

Countywide Transportation Plan (CWTP)

The CWTP is a long-range policy document that guides future transportation investments, programs, policies and advocacy in Alameda County through 2040. Acknowledging that changing conditions in the county may place new demands on the transportation system over time, the plan is updated every four years. The CWTP was last updated and approved in June 2012.

The CWTP defines a set of transportation investments based on the level of revenue projected to become available in Alameda County. The CWTP includes specific capital improvements such as road widening projects, and programs such as outreach and education efforts. Projects/programs included in the CWTP are recommended for inclusion in the RTP and ultimately allowing them to be eligible to receive state or federal funding.

The CWTP includes projects and programs in these categories:

1. **Committed Projects:** These are fully funded projects that are considered part of the baseline future transportation network. These projects are either under construction or moving toward construction. All of these projects are included in the RTP as committed projects based on MTC adopted committed project and funding policy (MTC Res 4006).
2. **Tier 1:** These projects are identified to receive full requested funding over the next 25 years in the CWTP.
3. **Tier 2:** These are projects are identified to receive partial funding over the next 25 years in the CWTP. The CWTP is committing partial funding to these projects to further project development and/or to fund certain phases that are ready for construction.
4. **Program Categories:** The CWTP identified fourteen (14) program categories with projects financed through formula based allocations to jurisdictions or through competitive grant processes. These categories include:

CWTP Project Categories	
1. Bicycle and Pedestrian	8. Transportation & Land Use (TOD/PDA Program)
2. Transit Enhancements – <i>Expansion & Safety</i>	9. Planning/Studies
3. Transit & Paratransit – <i>Ops & Maintenance</i>	10. TDM, Outreach, Parking Management
4. Local Road Improvements	11. Goods Movement
5. Local Streets & Roads – <i>Ops & Maintenance</i>	12. PDA Support (Non-Transportation)
6. Highway/Freeway	13. Environmental Mitigation
7. Bridge Improvements	14. Transportation Technology and Revenue Enhancement

5. **Vision:** These are projects that are not identified to receive discretionary funds in the current CWTP. These projects may be eligible for funding if new fund sources are identified in future updates of the CWTP.

It is important to note that project “tiers” do not reflect priority – all CWTP projects and programs (*except the vision category*) address transportation needs eligible to receive funding.

Congestion Management Program (CMP)

The CMP performance element is closely connected to the CWTP’s goals and performance measures in that they both strive to reduce congestion and improve air quality. Specifically, the CMP contains performance measures including an evaluation of how highways and roads function, coordination of transit services, accessibility of transit facilities near housing, and percent of bicycle and pedestrian network completed.

Regional Transportation Plan

On April 22, 2009, the Metropolitan Transportation Commission (MTC) adopted the *Transportation 2035 Plan for the San Francisco Bay Area*, which is the RTP that specifies how approximately \$218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county Bay Area during the next 25 years. The RTP is an integrated long-range transportation and land-use/housing plan for the San Francisco Bay Area. This RTP is currently being updated as *Plan Bay Area* to address green house gas reduction strategies required from California’s 2008 Senate Bill 375 (*Steinberg*). MTC released a draft of the updated RTP in March 2013, and anticipates adopting a final plan in Summer 2013. The updated plan assumes a revenue forecast of \$289 billion.

Countywide Bicycle and Pedestrian Plans

In October 2012, Alameda CTC approved the Countywide Bicycle and Pedestrian Plans which identified a priority network of projects based on the goals and criteria included in the Countywide Bike Plan and the Countywide Pedestrian Plan. The plans also included a vision network defined as projects that would close network gaps, improve safety, encourage bicycle and pedestrian travel, and connect routes to transit facilities.

Building on Existing Criteria

These long-range planning documents contain performance criteria and objectives that guide policies and potential transportation investment scenarios to improve the county’s transportation system over a 25-year period. This performance-based approach relies on travel forecasting and modeling on a collective scale (grouping of projects/programs together) to achieve measureable outcomes of potential investments over a long-range planning horizon. For the CWTP, the system level performance analysis was conducted for the purposes of developing a constrained CWTP, and is not a substitute for the detailed project level analysis which is required as each project goes through its development phase. The level and type of analysis required will be determined by the size of the project and the type of funding it receives. Thus, for a near-term planning document like the CIP/PIP, using these performance criteria and objectives can only provide a forecast of the county’s transportation needs over a 25-year period. The CIP/PIP will examine these needs further for project readiness.

To link the long-range performance measures and county’s transportation needs to the CIP/PIP, Alameda CTC proposes the consideration of multiple factors to prioritize projects including

project readiness, transportation need, Priority Development Area (PDA) proximity, sustainability of project, and funding commitments. These criteria are derived from the performance elements of the CMP, CWTP, RTP, and Countywide Bicycle and Pedestrian Plans performance measures (*refer to Attachment B*).

The proposed CIP/PIP prioritization criterion is listed below.

CIP/PIP Prioritization Criteria		
Index	Criteria	Description
1	Project Readiness	<ul style="list-style-type: none"> - Funding plan, budget, and schedule - Implementation issues - Agency governing body approvals - Coordination with partners
2	Needs and Benefits	<ul style="list-style-type: none"> - Priority within existing planning documents such as the CWTP, and Countywide Bicycle and Pedestrian Plans - Cost per Unit, evaluated among its peer category projects and deliverable units - Safety benefits
3	Priority Development Area (PDA)	<ul style="list-style-type: none"> - Project within or proximate to a PDA
4	Sustainability (Ownership / Lifecycle / Maintenance)	<ul style="list-style-type: none"> - Defined funding and responsible agency for maintaining the project/program
5	Matching Funds/Leveraging	<ul style="list-style-type: none"> - Commitment from other fund sources

Note: Through this process, Alameda CTC will also take into account geographic equity.

With the anticipation of comparing multiple projects/program types, Alameda CTC proposes to prioritize projects relative to each other in defined project categories. The project categories originate from established categories in the CWTP, and were condensed to eleven (11) categories for the CIP/PIP. A summary of CIP/PIP project categories and funding eligibilities is provided in Attachment C. This approach will provide a balanced prioritization process as Alameda CTC compares similar projects types to one another.

As the first step, the prioritization criterion will screen projects from the long-range planning documents for inclusion in the CIP/PIP timeframe. Projects/programs will be evaluated for project readiness, needs, proximity to a PDA, sustainability, and commitment of outside funding sources. Thereafter, projects/programs included in the CIP/PIP will be further analyzed for discretionary funding distribution as part of the two-year Allocation Plan. The two-year Allocation Plan includes approximately \$107.8 million in funds from programs such as Measure B, Vehicle Registration Fee, Lifeline, and STP/CMAQ. For the allocation plan, the prioritization criterion will be used to evaluate and recommend funding projects/programs that demonstrate a more immediate project delivery readiness.

As a link to the CWTP's long-range planning efforts, the CIP/PIP's funding distribution by project category will attempt to emulate the long-range investments scenarios contained in the CWTP. The CWTP contains a breakdown of discretionary funding allocations by category. It notes how the county's projected 25 years of discretionary funding (\$9.56 billion) can be distributed to meet the County's transportation needs. Per the CWTP, the majority of funding is distributed to transit (48%), local streets and roads (24%), highway (9%), and bicycle and pedestrian (9%) improvement categories. The CIP/PIP's Allocation Plan intends to approach the

distribution of its \$107.8 million in available funding in a similar manner to be consistent with the CTWP's investment vision. A comparison of the CWTP's and potential CIP/PIP's funding allocations by project category is outlined in Attachment D.

The CIP/PIP will examine and prioritize CWTP projects from Tier 1, Tier 2, and Program Categories, and include unfunded projects from prior grant programs. Projects/programs selected will be determined as "project ready" for implementation within the CIP/PIP's timeframe. A summary of the proposed CIP/PIP prioritization criteria is included as Attachment E.

Next steps

Provide project prioritization criteria for approval to the July 2013 Commission meeting.

Fiscal Impact

There is no fiscal impact at this time.

Attachments

Attachment A:	Current/Future Programming Cycles
Attachment B:	Summary of Performance Elements from CWTP, CMP, RTP, and Countywide Bike and Pedestrian Plans
Attachment C:	Summary of Project Categories and Funding Eligibilities
Attachment D:	CWTP and CIP/PIP Funding Allocations by Project Category
Attachment E:	Summary of Proposed CIP/PIP Prioritization Criteria

Attachment A
Capital Improvement Program
Current/Future Programming Cycles

Attachment A

Summary:

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





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

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

Notes:

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

LEGEND

	Approval (Alameda CTC)
	Programming Decision (Alameda CTC)
	Current Programming Cycle
	Future Programming Cycles

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ATTACHMENT B
SUMMARY OF PERFORMANCE ELEMENTS FROM
COUNTYWIDE TRANSPORTATION PLAN, CONGESTION MANAGEMENT PLAN, REGIONAL
TRANSPORTATION PLAN, AND COUNTYWIDE BIKE AND PEDESTRIAN PLANS

1. Countywide Transportation Plan (CWTP) Performance Elements

The CWTP includes projects that support modal shifts to non-motorized travel, improve access to activity centers, and travel services, especially for low-income households, reduce congestion, and reduce greenhouse gas emissions. Projects are analyzed based on the following.

Countywide Transportation Plan Performance Elements	
1. Congestion	Percent of lane miles moderately or severely congested during AM/PM peak period
2. Alternative modes	Percent of trips made by non-automobile modes
3. Activity Center Accessibility	Percent of low-income households (<\$25,000/year) within 20-minute drive or 30-minute transit ride of activity center or 0.5 mile from grade school
4. Public Transit Accessibility	Percent of low-income households within 0.25 mile of a bus route or 0.5 mile of a transit stop
5. Public Transit Usage	Daily Public Transit Ridership
6. Transit Efficiency	Transit passengers carried per transit revenue hour of service offered (bus only)
7. Travel Time	Average travel time per trip in minutes for selected origin-destination pairs in the AM (PM) peak hour, drive alone and transit trips
8. Reliability	Average ratio of AM (PM) peak hour to off-peak hour travel times for selected origins-destination pairs, drive alone and transit trips
9. Maintenance	Unmet maintenance needs over 28 years assuming current pavement conditions. Percentage of remaining service life for transit vehicles in 2035
10. Safety	Annual projected injury and fatality crashes
11. Physical Activity	Total daily hours spent biking or walking
12. Clean Environment	Tons of daily greenhouse gas emissions, and Tons of daily particulate (PM 2.5) emissions.

2. Congestion Management Plan (CMP) Performance Elements

The CMP and the CWTP Performance Measures are closely related to improve the county's transportation system. These performance measures are designed to meet the RTP and CWTP vision/goals pertaining to improving traffic congestion and air quality.

Congestion Management Plan Performance Elements	
1. Duration of Traffic Congestion	As defined by Caltrans, this is the period of time during either the a.m. or p.m. peak when a segment of roadway is congested (average speed is less than 35 m.p.h. for 15 minutes or more). Data are collected by Caltrans, or most recently by MTC, from floating car runs conducted in April/May and September/October each year and reported annually. The Alameda CTC may be able to collect similar data on the remainder of the CMP-network by conducting floating car runs earlier or later, where necessary, to observe the beginning and ending of the congested period.
2. Trips by Alternative Modes	Measured in terms of percent of all trips made through alternative modes (bicycling, walking, or transit) using the countywide travel demand model.
3. Low Income Households near Activity Centers	Measured in terms of ratio of share of households by income group within a given travel time to activity centers. It is measured as share of households (by income group) within 30-minute bus/rail transit ride, a 20 minute auto ride, at least one major

Summary of Performance Elements *(continued)*

	employment center, and within walking distance of schools.
4. Low Income Households near Transit	Measured in terms of ratio of share of households by income group near frequent bus/rail transit service. It is defined as being within one half mile of rail and one quarter mile of bus service operating at LOS B or better during peak hours.
5. Community Based Transportation Plans	Projects identified in Community Based Transportation Plans (CBTPs) and funded through the Lifeline Transportation Program are monitored annually. Monitoring shows the status and progress of these projects, which are meeting transportation needs in low income communities as identified in CBTPs. Progress of the implementation of these projects are included as a Performance Measure.
6. Transit Routing	This measure refers to both the pattern of the transit route network (e.g., radial, grid, etc.) and the service area covered (e.g., percent of total population served within one-quarter mile of a station/bus stop or percent of total county served, etc.). Measurement of routing performance may be applied at the corridor or screenline level to give users flexibility in locating service routes.
7. Frequency of Transit Service	This refers to the headway, or the time between transit vehicle arrivals (e.g., one bus arrival every 15 minutes). Service should be frequent enough to encourage ridership, but must also consider the amount of transit ridership the corridor (or transit line) is likely to generate. It also considers the capacity of the existing transit service in that corridor.
8. Transit Service Coordination	This measure refers to coordination of transit service provided by different operators (e.g., timed transfers at transit centers, joint fare cards, etc.). Performance should be aimed at minimizing inconvenience to both the infrequent and frequent user. Information provided by transit agencies should address the questions: Is there coordination and how convenient is it?
9. Transit Ridership	The average daily number of passengers boarding or de-boarding transit vehicles in Alameda County; and Transit ridership per revenue hour of service.
10. Average Highway Speeds	As currently measured by the Alameda CTC using the countywide travel demand model or floating car data, this is the average travel speed of vehicles over specified segments measured in each lane during peak periods. This measurement is made a sufficient number of times to produce statistically significant results.
11. Travel Time Measured in Four Parts by Mode	<ol style="list-style-type: none"> 1. Average per-trip travel time for automobile, truck, and bus/rail transit modes. This measure will also serve as a proxy for economic vitality; 2. Ratio of peak to off-peak travel time for automobile, truck and transit modes; 3. Average daily travel time for bicycle and pedestrian trips; and 4. Average roadway travel time and transit time between origins and destinations pairs for up to 10 pairs using floating car data. These origins and destinations pairs will reflect major corridors in Alameda County.
12. Transit Availability	Transit availability is measured by the frequency of transit service during the morning peak period within one-half mile of rail stations or bus and ferry stops and terminals. Population density at the same stations is also measured to track availability of transit to Alameda County residents. The transit frequency portion of this measure is monitored annually based on input from transit operators.
13. Transit Capital Needs and Shortfall	Transit capital needs and shortfall is measured every four years, coinciding with the update of RTP. This is tracked for High Priority (Score 16) transit projects for Alameda County transit operators.
14. Roadway Maintenance	As defined by MTC, this is based on the roadway Pavement Condition Index (PCI) used in MTC's Pavement Management System. The PCI is a measure of surface deterioration on roads.
15. Transit Vehicle Maintenance	Measured in terms of "Miles between Mechanical Road Calls," and defined as the removal of a bus from revenue service due to mechanical failure.
16. Roadway Collisions	The number of accidents per one million miles of vehicle travel; and Total injuries and fatalities from all pedestrian and bicyclists collisions on Alameda County roadways.
17. CO ₂ Emissions	Measured in terms of per-capita CO ₂ emissions from cars and light duty trucks.
18. Fine Particulate Emissions	Measured in terms of fine particulate emissions from cars and light duty trucks.

Summary of Performance Elements *(continued)*

3. MTC's Regional Transportation Plan (RTP) Performance Elements

The Metropolitan Transportation Commission's (MTC) Regional Transportation Plan contains region-wide performance objectives evaluated on a 25-year scale.

Key performance objectives include:

- Reduce per capital delay
- Improve maintenance for transit and local roadways
- Reduce fine particulate emissions
- Reduce carbon dioxide emissions
- Reduce vehicle miles traveled

Regional Transportation Plan (RTP) Performance Elements	
1. Reduce Congestion	Defined in recurrent congestion, road capacity, or non-recurrent congestion (accidents, events, and construction).
2. Alternative Transportation	<i>Ties into CO₂ Emissions Reduction</i>
3. Livable Communities	Evaluate percentage decrease in share of earnings spent on housing and transportation costs by low and moderately-low income households.
4. Improve Affordability of Transportation and Housing for Low Income Household	Evaluate percentage decrease in combine share of low-income and low-income residents' earning consumed by transportation and housing
5. Vehicle Miles Travel	Reduction in vehicle miles traveled (VMT) and cost per VMT reduced
6. Transit Sustainability	<ul style="list-style-type: none"> - Evaluate service cost and demand
7. Improve Maintenance	<ul style="list-style-type: none"> - Maintain local road pavement condition index of 75 or greater for local streets and roads - State highway distressed pavement condition lane-miles not to exceed 10 percent of total system - Achieve an average age for all transit asset types that is no more than 50 percent of their useful life; and increase the average number of miles between service calls for transit service in the region to 8,000 miles.
8. Access and Safety	<ul style="list-style-type: none"> - Provides a transit alternative to driving on a future priced facility - Provides an alternative to driving alone - Improves access for youth, elderly and disabled persons - Improves safety for pedestrians and cyclists
9. CO ₂ Emissions Reduction	Measured in quantitative scale of 2035 RTP.
10. Fine particulate	Measured in terms of modeling of vehicle volume and particulate emissions.

Summary of Performance Elements *(continued)*

4. Countywide Pedestrian Plan Performance Elements

The Countywide Pedestrian Plan establishes eight performance measures to be used to monitor progress towards attaining the plans goals.

Countywide Pedestrian Plan Performance Elements	
1. Network Impact	Number of completed countywide pedestrian projects
2. Trips	Percentage of all trips and commute trips made by walking
3. Safety	Number of pedestrian injuries and fatalities
4. Usage/Ridership	Number of pedestrian counted in countywide pedestrian counts
5. Consistency with Plans	Number of local jurisdictions with up-to-date pedestrian master plans
6. Funding Commitment	Dedicated countywide funds for pedestrian projects or programs
7. Proximity to Schools	Number of schools with Safe Routes to School Programs
8. Community Support	Number of community members participating in countywide promotional and/or educational programs

5. Countywide Bicycle Plan Performance Elements

The Countywide Bicycle Plan establishes eight performance measures to be used to monitor progress towards attaining the plans goals.

Countywide Bicycle Plan Performance Elements	
1. Network Impact	Miles of local and countywide bicycle network built
2. Trips	Percentage of all trips and commute trips made by bicycling
3. Safety	Number of bicycle injuries and fatalities
4. Usage/Ridership	Number of bicyclists in countywide bicycle counts
5. Consistency with Plans	Number of local jurisdictions with up-to-date bicycle master plans
6. Funding Commitment	Dedicated countywide funds for bicycle projects and programs
7. Proximity to Schools	Number of schools with Safe Routes to School Programs
8. Community Support	Number of community members participating in countywide promotional and/or educational programs

Attachment C
Capital Improvement Program
Program Categories and Funding Investments

#	Category	Description
1	Bicycle and Pedestrian	Infrastructure, support facilities (including operations), and maintenance
2	Transit Enhancements - Expansion & Safety	Capital rehabilitation, capacity expansion, safety, stations, communications, environmental
3	Transit & Paratransit - Operations & Maintenance	Operations restoration, service expansion, maintenance, transit priority measures (TPM, fare incentives)
4	Local Road Improvements	Arterial performance, safety, grade separations, signals, complete streets, signage, freeway coordination, & bridge improvements
5	Local Streets & Roads - Rehabilitation & Maintenance	LSR rehabilitation for roadways with a PCI score of 49 or lower, "At Risk", "Poor", and "Failed" Conditions. LSR maintenance for pavements with a PCI score of 50 or higher qualify for Pavement Maintenance treatments.
6	Local Streets & Roads - Operations	Signal operations, ITS, bridge operations, etc.
7	Highway/Freeway	Interchange improvements, freeway operations and maintenance, ramp metering, sound walls, etc.
8	Transportation & Land Use (TOD/PDA Program)	Supports TOD and PDA through multimodal improvements and CEQA mitigations
9	Planning / Studies/PID	Planning studies, implementation, and project initiation documents
10	TDM, Outreach, Parking Management	Guaranteed Ride Home, Safe Routes to School (SR2S), Safe Routes to Transit (SR2T), travel training, variable parking pricing & mgt
11	Goods Movement	Improvements for goods movement by truck; coordination with rail (and air), such as truck parking and truck/port/freight operations

Attachment C
Capital Improvement Program
Category Funding Eligibilities

Table Summary:
The following table details the category types and eligible funding sources.

#	Category	Description	Federal			State			Local						
			STP	CMAQ	STIP	TFCA	Lifeline	MB Express Bus	MB Paratransit	MB Bike/Ped	MB TCD	VRF Transit	VRF Technology	VRF Bike/Ped	
1	Bicycle and Pedestrian	Infrastructure, support facilities (including operations), and maintenance	X	X		X	X							X	
2	Transit Enhancements - Expansion & Safety	Capital rehabilitation, capacity expansion, safety, stations, communications, environmental	X	X	X	X	X					X			
3	Transit & Paratransit - Operations & Maintenance	Operations restoration, service expansion, maintenance, transit priority measures (TPM, fare incentives)	X			X	X	X				X			
4	Local Road Improvements	Arterial performance, safety, grade separations, signals, complete streets, signage, & freeway coordination	X	X	X	X	X							X	
5	Local Streets & Roads - Rehabilitation & Maintenance	Street rehabilitation for streets with a PCI score of 49 or lower, "At Risk", "Poor", and "Failed" Conditions, Pavement Maintenance, etc.	X												
6	Local Streets & Roads - Operations	Pavement Maintenance, signal operations, ITS, etc.	X	X		X							X		
7	Highway/Freeway	Interchange improvements, freeway operations and maintenance, ramp metering, sound walls, etc.	X	X	X										
8	Transportation & Land Use (TOD/PDA Program)	Supports TOD and PDA through multimodal improvements and CEQA mitigations	X	X			X					X			
9	Planning / Studies	Planning studies and implementation	X	X	X		X							X	
10	TDM, Outreach, Parking Management	Guaranteed Ride Home, Safe Routes to School (SR2S), Safe Routes to Transit (SR2T), travel training, variable parking pricing & mgt	X	X		X	X					X		X	
11	Goods Movement	Improvements for goods movement by truck; coordination with rail (and air), such as truck parking and truck/port/freight operations	X	X	X										

ATTACHMENT D
COUNTWIDE TRANSPORTATION PLAN AND
CAPITAL IMPROVEMENT PROGRAM / PROGRAMS INVESTMENT PLAN
FUNDING ALLOCATIONS BY PROJECT CATEGORY

CIP/PIP INVESTMENT SCENARIO

Distribution of \$806.32 million in CIP/PIP Investments by Project Category *(excludes Measure B Capital Projects funds)*

The Countywide Transportation Plan (CWTP) contains a breakdown of funding allocations by category. This table attempts to emulate the CWTP's long-range planning efforts by distributing the projected CIP/PIP's revenues by similar percentages. These percentages are derived from the CWTP's distribution and Alameda CTC's projected funding sources and eligibility requirements.

Index	Project/Program Category	CWTP Allocation Percentage	CIP/PIP Allocation Percentage	CIP/PIP Investment Amount <i>(in millions)</i>
1	Bicycle and Pedestrian	9%	6%	\$48.38
2	Transit Enhancements - Expansion & Safety	48%	51%	\$410.57
3	Transit & Paratransit - Operations & Maintenance			
4	Local Road Improvements	24%	39%	\$311.20
5	Local Streets & Roads – Rehabilitation & Maintenance			
6	Local Streets & Roads - Operations			
7	Highway/Freeway	9%	2%	\$18.52
8	Transportation & Land Use (TOD/PDA Program)	3%	>1%	\$3.93
9	Planning / Studies	1%	>1%	\$3.10
10	TDM, Outreach, Parking Management	3%	>1%	\$7.45
11	Goods Movement	3%	>1%	\$3.17
Total		100%	100%	\$806.32

Note:

1. Percentages across the categories for the CWTP and CIP/PIP may vary due to available fund sources and their funding eligibility requirements.
2. Investment Amount assumes approximately \$1.1 billion in available revenue for the CIP/PIP window, excluding approximately \$341.64 million in Measure B Capital Project Investments.

DISCRETIONARY ALLOCATION PLAN FUNDING SCENARIO

Distribution of \$107.8 million in Discretionary Funding for the Allocation Plan by Project Category

The Countywide Transportation Plan (CWTP) contains a breakdown of funding allocations by category. This table attempts to emulate the CWTP's long-range planning efforts by distributing the projected CIP/PIP's discretionary revenues (through 2015/16) by similar percentages. These percentages are derived from the CWTP's distribution and Alameda CTC's projected funding sources and eligibility requirements.

Index	Project/Program Category	CWTP Allocation Percentage	CIP/PIP Allocation Percentage	CIP/PIP Investment Amount (in millions)
1	Bicycle and Pedestrian	9%	6%	\$6.6
2	Transit Enhancements - Expansion & Safety	48%	54%	\$57.7
3	Transit & Paratransit - Operations & Maintenance			
4	Local Road Improvements	24%	28%	\$29.7
5	Local Streets & Roads – Rehabilitation & Maintenance			
6	Local Streets & Roads - Operations			
7	Highway/Freeway (Safety Improvements)	9%	7%	\$7.4
8	Transportation & Land Use (TOD/PDA Program)	3%	1%	\$1.7
9	Planning / Studies	1%	1%	\$1.0
10	TDM, Outreach, Parking Management	3%	2%	\$2.4
11	Goods Movement	3%	1%	\$1.3
Total		100%	100%	\$107.8

Note:

1. Percentages across the categories for the CWTP and CIP/PIP may vary due to available fund sources and their funding eligibility requirements.
2. Investment Amount assumes approximately \$107.8 million in available revenue through FY 2015/16.

Attachment E

Capital Improvement Program / Programs Investment Plan

Proposed Prioritization Criteria

PRIORITIZATION CRITERIA – Deliverability Criteria

With the anticipation of comparing multiple project/program types, Alameda CTC will prioritize projects relative to each other in defined categories based on their respective project/program scopes. This approach can also be used to evaluate project readiness for inclusion in both the CIP/PIP and the two-year Allocation Plan.

All projects/programs will be evaluated using the Deliverability Criteria noted in Table 1 below.

Table 1: Deliverability Criteria
CIP/PIP Prioritization Criteria

Index	Criteria	Description
1	Project Readiness	<ul style="list-style-type: none"> - Funding plan, budget, and schedule - Implementation issues - Agency governing body approvals - Coordination with partners
2	Needs and Benefits	<ul style="list-style-type: none"> - Priority within existing planning documents such as the CWTP, and Countywide Bicycle and Pedestrian Plans - Cost per Unit, evaluated among its peer category projects and deliverable units - Safety benefits
3	Priority Development Area (PDA)	<ul style="list-style-type: none"> - Project within or proximate to a PDA
4	Sustainability (Ownership / Lifecycle / Maintenance)	<ul style="list-style-type: none"> - Defined funding and responsible agency for maintaining the project/program
5	Matching Funds/Leveraging	<ul style="list-style-type: none"> - Commitment from other fund sources

Note: Through this process, Alameda CTC will also take into account geographic equity.

ADDITIONAL CATEGORY SPECIFIC PRIORITIZATION CRITERIA

To provide a more comprehensive evaluation for projects/programs specific to countywide priorities pertaining to the bicycle and pedestrian, transit, highway/freeway, and goods movement categories, additional prioritization criteria will be considered as noted below.

Bicycle and Pedestrian Category

Capital Projects

- Priority is given to projects identified within the countywide priority network defined in the Alameda Countywide Bicycle and Pedestrian Plans (*approved by Alameda CTC on October 25, 2012*).

- Priority is given to projects that address significant bicycle and pedestrian improvements through documented measurable performance criteria such as safety, levels of service, connectivity, and transportation efficiency.
- Combined bicycle and pedestrian projects must be identified within the countywide priority network in at least one of these plans.

Programs

- Priority is given to programs identified within the countywide priority in the Alameda Countywide Bicycle and Pedestrian Plans (*approved by Alameda CTC on October 25, 2012*).
- Priority is given to projects that address significant bicycle and pedestrian improvements through documented measurable performance criteria such as safety, levels of service, connectivity, and transportation efficiency.

Local Bicycle and/or Pedestrian Master Plans

- All local master plans are considered to be a countywide priority since they will enhance the ability of the county to identify and implement the highest priority bicycle and/or pedestrian improvements. Additional priority will be given to plans that:
 - Have no other potential funding sources for creating a master plan
 - Will Address areas/topics that are important but have not historically been examined; and/or
 - Will strongly improve the ability of the County to improve bicycle and/or pedestrian access, safety, or convenience.
- Priority is directed to jurisdictions with no Bicycle and/or Pedestrian Plan, than to jurisdictions with aged Plans.

Local Streets and Road – Improvements and Rehabilitation

- Priority is given to projects that demonstrate a maintenance need using a Pavement Management System and Pavement Condition Index (PCI).
- Priority is given to projects that address significant local streets and roads improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.
- Number of lane miles and population formula will also be considered for discretionary road improvement funding.

Transit Categories: Transit Enhancements and Transit & Paratransit – Operations and Maintenance

- Priority is given to projects that address regionally significant transit issues and improve reliability and frequency will be given consideration for funding. Strategic capital investments that will create operating efficiency and effectiveness will be prioritized.
- Priority is given to projects that address significant transit improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.
- Projects must have countywide significance, must serve residents from more than one specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of transit connections that go beyond one planning area

Highway/Freeway

- Priority is given to projects that address regionally significant highway/freeway improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.

Goods Movement

- Additional criteria anticipated from the Countywide Goods Movement Plan.
- Priority is given to projects that address regionally significant goods movement improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.

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Memorandum

DATE: June 03, 2013

TO: Programs and Projects Committee

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

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

Recommendation

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

Summary

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

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

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

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

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

Discussion

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

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

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

Federal Funding

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

- PDA Supportive Transportation Investments
 - The transportation project or program must be in one of the 17 PDAs designated as "active PDAs" (Attachment A) by the Alameda CTC, or meet

the minimum definition of “Proximate Access” to an active PDA. The 17 “active PDAs” were approved by the Alameda CTC in December 2012.

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

Eligibility, Screening and Selection Methodology

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

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

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

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

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

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

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

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

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

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

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

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

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

Revised fund estimate

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

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

FY 2012-13 Coordinated Program

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

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

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

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

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

PDA Supportive Transportation Investments (\$38.7 Million available)

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

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

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

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

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

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

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

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

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

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

Next Steps:

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

Attachment(s)

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

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“ACTIVE” PDAs in Alameda County

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

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OBAG - Local Streets and Roads

50% Population + 50% Lane Miles

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

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

Population Source - Department of Finance 01/01/2012

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

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

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

Approved by Alameda CTC Board on 12/06/12

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

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FY 2012/13 COORDINATED FUNDING PROGRAM

FINAL PROGRAM

\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
1	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda Cty	51	NA	\$ 1,888	\$ 1,665	\$ 1,665					\$ 1,665		
2	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15		NA	\$ 829	\$ 635	\$ 635						\$ 635	
3	City of Albany	Santa Fe Avenue Pavement Rehabilitation		NA	\$ 344	\$ 149	\$ 149						\$ 149	
4	City of Berkeley	Hearst Ave Complete Streets		NA	\$ 1,136	\$ 1,006	\$ 1,006						\$ 1,006	Coordinated with PDA Supportive project
5	City of Dublin	Dublin Boulevard Street Resurfacing		NA	\$ 729	\$ 470	\$ 470						\$ 470	
6	City of Emeryville	Emeryville Street Rehabilitation		NA	\$ 712	\$ 100	\$ 100						\$ 100	
7	City of Fremont	Fremont 2014 Pavement Rehabilitation		NA	\$ 3,912	\$ 2,105	\$ 2,105						\$ 2,105	
8	City of Hayward	Pavement Rehabilitation - Industrial Blvd		NA	\$ 1,489	\$ 1,335	\$ 1,335						\$ 1,335	
9	City of Livermore	2014 Arterial Street Rehabilitation		NA	\$ 1,366	\$ 1,053	\$ 1,053						\$ 1,053	
10	City of Newark	Enterprise Drive Pavement Rehabilitation		NA	\$ 760	\$ 454	\$ 454						\$ 454	
11	City of Oakland	Oakland Pavement Rehabilitation		NA	\$ 4,351	\$ 3,851	\$ 3,851						\$ 3,851	
12	City of Piedmont	City of Piedmont Pavement Rehabilitation Project		NA	\$ 586	\$ 129	\$ 129						\$ 129	
13	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation		NA	\$ 1,070	\$ 832	\$ 832						\$ 832	
14	City of San Leandro	San Leandro Boulevard Reconstruction		NA	\$ 1,153	\$ 804	\$ 804						\$ 804	
15	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Amaral)		NA	\$ 736	\$ 669	\$ 669						\$ 669	
		Total LSR Recommended			\$ 21,061	\$ 15,257	\$ 15,257	\$ -	\$ -	\$ -	\$ -	\$ 15,257		

FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM

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

					\$ 135,679	\$ 80,097	\$ 15,257	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 69,837	
Total Recommended													

FY 2012/13 COORDINATED FUNDING PROGRAM
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\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
1	City of Oakland	Coliseum BART Corridor and Infrastructure Connections	PDA SUPPORTIVE	65.7	\$ 2,823	\$ 2,321								
2	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		65.3	\$ 1,841	\$ 1,630								Also Scored in Bike/Ped Category
3	City of Union City	Decoto Road and Decoto Rail Xing Improvement Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		64.5	\$ 6,505	\$ 5,312								Evaluated application components seperately
4	City of Oakland	Tyrone Carney Park/105th Reconfiguration		64.3	\$ 1,972	\$ 1,571								
5	City of Dublin	Amador Plaza Road Complete Street Improvements		58.1	\$ 5,437	\$ 4,813								
6	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		57.1	\$ 4,560	\$ 1,630								Also Scored in Bike/Ped Category
7	Alameda County PWA	"A" Street Class II Bike Lane	BIKE/PED PROJECTS (PRIORITY NETWORK)	72.8	\$ 244	\$ 54								
8	Alameda County PWA	"A" Street Ped Safety		72.2	\$ 1,245	\$ 400								
9	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		70.3	\$ 1,841	\$ 1,630								Also Scored in PDA Supportive Category
10	Alameda County PWA	Fairmont Dr Bike Lane		64.1	\$ 380	\$ 380								
11	City of San Leandro	E 14th St S Area Streetscape		63.0	\$ 6,320	\$ 5,630								
12	City of Albany	Albany Bike/Ped Wayfinding		62.6	\$ 311	\$ 280								
13	City of Pleasanton	Microwave Ped & Bike Detection in Hacienda		61.8	\$ 205	\$ 205								
14	City of Hayward	Main St Complete St		59.7	\$ 2,127	\$ 2,027								
15	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		59.6	\$ 4,560	\$ 1,630								Also Scored in PDA Supportive Category
16	City of Pleasanton	Foothill Road - Bicycle Lane Gap Closure			\$ 1,035	\$ 915								
17	City of Hayward	Update of Citywide Bicycle MP, Prep of Ped MP, SR25	B/P PLAN	24.6	\$ 300	\$ 300								
18	City of Oakland	Lake Merritt Chanel Bike/Ped Bridge	FEASIBILITY STUDY	29	\$ 15,000	\$ 400								
19	City of Dublin	Iron Horse Trail/BART Connectivity Feasibility Study		25.8	\$ 350	\$ 309								
20	City of Oakland	Park Blvd Path Feasibility Study		23.2	\$ 395	\$ 197								
21	City of Pleasanton	Feasibility Study for Ped & Bike Bridges		19.6	\$ 50	\$ 25								
22	EBRPD	Niles Canyon Regional Trail Feasibility Study		18.4	\$ 150	\$ 75								
23	AC Transit	Line 51 Corridor GPS-based Transit Signal Priority	TRANS. CAP	74	\$ 11,515	\$ 1,000								
24	Alameda County PWA	Niles Canyon Road Ped Safety	BIKE/PED PROJECTS (VISION NETWORK)	See Notes	\$ 140	\$ 95							Project in Vision Network; Considered Tier 2	
25	Alameda County PWA	Mabel Ave Ped Safety		See Notes	\$ 1,035	\$ 445								Project in Vision Network; Considered Tier 2
26	Alameda County PWA	E Castro Valley Blvd Bike Lane		See Notes	\$ 540	\$ 480								Project in Vision Network; Considered Tier 2
27	Alameda County PWA	Mines Rd Bike Lane		See Notes	\$ 56	\$ 50								Project in Vision Network; Considered Tier 2
28	City of Dublin	Village Parkway Bicycle & Pedestrian Improvements		See Notes	\$ 2,862	\$ 2,533								Project in Vision Network; Considered Tier 2
29	City of Livermore	Arroyo Las Positas Class I Multi-Use Trail		See Notes	\$ 3,771	\$ 2,918								Project in Vision Network; Considered Tier 2
30	City of Pleasanton	Bernal Avenue Bridge Over Arroyo de la Laguna		See Notes	\$ 2,200	\$ 500								Project in Vision Network; Considered Tier 2
31	City of San Leandro	W San Leandro Bikeways		See Notes	\$ 569	\$ 569								Project in Vision Network; Considered Tier 2
32	EBRPD	Shadow Cliffs to Del Valle Trail		See Notes	\$ 1,430	\$ 1,200								Project in Vision Network; Considered Tier 2
33	LARPD	Sycamore Grove Park Trail Renovation		See Notes	\$ 1,852	\$ 1,717								Project in Vision Network; Considered Tier 2
34	City of San Leandro	San Leandro Downtown Parking Mgmt			See Notes	\$ 332	\$ 332							Project not Eligible for OBAG funding; Sponsor requested to consider applying for SC-TAP funds
35	EBRPD	Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita		See Notes	\$ 4,320	\$ 750							Project fully funded; Ground Breaking Event Held on May 1st	
					\$ 81,872	\$ 41,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

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

Index#		Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
\$ X 1,000														
LSR Projects														
1	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda Cty												
2	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15												
3	City of Albany	Santa Fe Avenue Pavement Rehabilitation												
4	City of Berkeley	Hearst Ave Complete Streets												Coordinated with PDA Supportive project
5	City of Dublin	Dublin Boulevard Street Resurfacing												
6	City of Emeryville	Emeryville Street Rehabilitation												
7	City of Fremont	Fremont 2014 Pavement Rehabilitation												
8	City of Hayward	Pavement Rehabilitation - Industrial Blvd												
9	City of Livermore	2014 Arterial Street Rehabilitation												
10	City of Newark	Enterprise Drive Pavement Rehabilitation												
11	City of Oakland	Oakland Pavement Rehabilitation												
12	City of Piedmont	City of Piedmont Pavement Rehabilitation Project												
13	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation												
14	City of San Leandro	San Leandro Boulevard Reconstruction												
15	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Amaral)												
						\$ 21,061	\$ 15,257	\$ 15,257	\$ -	\$ -	\$ -	\$ -	\$ 15,257	
			Subtotal											

FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM
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Index#		Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
\$ X 1,000														
		PDA Supportive Projects												
1	City of Berkeley	Shattuck Reconfiguration & Ped Safety												
2	City of Oakland	7th St W Oakland Transit Village Phase II												
3	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements												
4	City of Oakland	Lakeside Green Street Project (at Lakeside/Harrison)												
5	City of Oakland	Peralta St Improvements Component (of MLK Jr. Way & Peralta Phase I App.)												
6	City of Union City	UC BART Station Imp & RR Ped Xing Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)												
7	City of Berkeley	Hearst Ave Complete Streets												
8	City of Oakland	Bike Lane Component (of Lake Merritt BART Bikeways App.)												
9	City of Oakland	MLK Way Improvments Component (of MLK Jr. Way & Peralta Phase I App.)												
10	City of Emeryville	Christie Ave Bay Trail Gap Closure												
11	City of Fremont	Fremont City Center multi-Modal Improvements												
12	AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements												
13	City of Oakland	Coliseum BART Corridor and Infrastructure Connections												
14	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail												
15	City of Union City	Decoto Road and Decoto Rail Xing Improvement Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)												
16	City of Oakland	Tyrone Carney Park/105th Reconfiguration												
17	City of Dublin	Amador Plaza Road Complete Street Improvements												
18	City of Pleasanton	I-580 At Foothill Road Interchange Improvements												
19	City of San Leandro	San Leandro Downtown Parking Mgmt												
						\$ 112,426	\$ 75,693	\$ 1,006	\$ 38,700	\$ 550	\$ 200	\$ 9,448	\$ 49,904	
			Subtotal											

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

Index#		Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
		\$ X 1,000												
		Bike Ped Capital Projects												
1	EBRPD		Bay Trail - Gilman to Buchanan	PLAN PRIORITY NETWORK	81.2	\$ 4,851	\$ 1,000			\$ 1,000			\$ 1,000	
2	City of Alameda		Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)		77.9	\$ 991	\$ 793			\$ 793			\$ 793	
3	City of Albany		Buchanan/Marin Bikeway		77.8	\$ 1,225	\$ 536			\$ 536			\$ 536	
4	City of San Leandro		W Juana Ped Improvements		74.8	\$ 724	\$ 724			\$ 346			\$ 346	Assumes S Leandro will provide \$378 K in additional Funds
5	Alameda County PWA		"A" Street Class II Bike Lane		72.8	\$ 244	\$ 54							
6	Alameda County PWA		"A" Street Ped Safety		72.2	\$ 1,245	\$ 400							
7	City of Livermore		Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		70.3	\$ 1,841	\$ 1,630							Also Scored in PDA Supportive Category
8	Alameda County PWA		Fairmont Dr Bike Lane		64.1	\$ 380	\$ 380							
9	City of San Leandro		E 14th St S Area Streetscape		63.0	\$ 6,320	\$ 5,630							
10	City of Albany		Albany Bike/Ped Wayfinding		62.6	\$ 311	\$ 280							
11	City of Pleasanton		Microwave Ped & Bike Detection in Hacienda		61.8	\$ 205	\$ 205							
12	City of Hayward		Main St Complete St		59.7	\$ 2,127	\$ 2,027							
13	City of Pleasanton		I-580 At Foothill Road Interchange Improvements		59.6	\$ 4,560	\$ 1,630							Also Scored in PDA Supportive Category
14	City of Pleasanton		Foothill Road - Bicycle Lane Gap Closure		55.6	\$ 1,035	\$ 915							
15	Alameda County PWA		Niles Canyon Road Ped Safety	PLAN VISION NETWORK	See Notes	\$ 140	\$ 95							Project in Vision Network; Considered Tier 2
16	Alameda County PWA		Mabel Ave Ped Safety		See Notes	\$ 1,035	\$ 445							Project in Vision Network; Considered Tier 2
17	Alameda County PWA		E Castro Valley Blvd Bike Lane		See Notes	\$ 540	\$ 480							Project in Vision Network; Considered Tier 2
18	Alameda County PWA		Mines Rd Bike Lane		See Notes	\$ 56	\$ 50							Project in Vision Network; Considered Tier 2
19	City of Dublin		Village Parkway Bicycle & Pedestrian Improvements		See Notes	\$ 2,862	\$ 2,533							Project in Vision Network; Considered Tier 2
20	City of Livermore		Arroyo Las Positas Class I Multi-Use Trail		See Notes	\$ 3,771	\$ 2,918							Project in Vision Network; Considered Tier 2
21	City of Pleasanton		Bernal Avenue Bridge Over Arroyo de la Laguna		See Notes	\$ 2,200	\$ 500							Project in Vision Network; Considered Tier 2
22	City of San Leandro		W San Leandro Bikeways		See Notes	\$ 569	\$ 569							Project in Vision Network; Considered Tier 2
23	EBRPD		Shadow Cliffs to Del Valle Trail		See Notes	\$ 1,430	\$ 1,200							Project in Vision Network; Considered Tier 2
24	LARPD		Sycamore Grove Park Trail Renovation		See Notes	\$ 1,852	\$ 1,717							Project in Vision Network; Considered Tier 2
25	EBRPD		Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita		See Notes	\$ 4,320	\$ 750							Project fully funded; Ground Breaking Event Held on May 1st
			Subtotal			\$ 44,834	\$ 27,461	\$ -	\$ -	\$ 2,675	\$ -	\$ -	\$ 2,675	

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

Index#		Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
\$ X 1,000														
		Bike Ped Feasibility Studies												
1	City of Oakland		Lake Merritt Chanel Bike/Ped Bridge		29	\$ 15,000	\$ 400							
2	City of Oakland		Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)		28	\$ 2,062	\$ 206			\$ 113			\$ 113	Reduce Scope to Feasibility Study About 3-4% of Bike/Ped funds
3	City of Dublin		Iron Horse Trail/BART Connectivity Feasibility Study		25.8	\$ 350	\$ 309							
4	City of Oakland		Park Blvd Path Feasibility Study		23.2	\$ 395	\$ 197							
5	City of Pleasanton		Feasibility Study for Ped & Bike Bridges		19.6	\$ 50	\$ 25							
6	EBRPD		Niles Canyon Regional Trail Feasibility Study		18.4	\$ 150	\$ 75							
			Subtotal			\$ 3,007	\$ 812	\$ -	\$ -	\$ 113	\$ -	\$ -	\$ 113	
		Bike Ped Planning Documents												
7	City of Piedmont		Piedmont Pedestrian and Bicycle Master Plan		31.8	\$ 120	\$ 102			\$ 102			\$ 102	Master Plan About 3-4% of Bike/Ped Funds
8	City of Hayward		Update of Citywide Bicycle MP, Prep of Ped MP, SR2S		24.6	\$ 300	\$ 300							
			Subtotal			\$ 420	\$ 402	\$ -	\$ -	\$ 102	\$ -	\$ -	\$ 102	
		Bike Ped Program/Operations												
9	Cycles of Change		Bike Go Round (education/safety Program)		74.8	\$ 840	\$ 360			\$ 240			\$ 240	Program / Operations Would provide 2 years of operations About 7.5% of local Bike/Ped funding
			Subtotal			\$ 840	\$ 360	\$ -	\$ -	\$ 240	\$ -	\$ -	\$ 240	
		Transit Capital Projects												
10	AC Transit		Line 51 Corridor GPS-based Transit Signal Priority		74	\$ 11,515	\$ 1,000							
			Subtotal			\$ 11,515	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Transit Operations Projects												
11	City of Alameda		Estuary Crossing Shuttle		74	\$ 941	\$ 489					\$ 200	\$ 200	Operations Would provide 2 years of operations
12	City of Oakland		Broadway Shuttle		72.2	\$ 2,670	\$ 546					\$ 352	\$ 352	Operations Would provide 2 years of operations
13	LAVTA		Route 10 & Rapid Route Operations		71.2	\$ 7,333	\$ 1,000				\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations
14	LAVTA		Route 12v, 20x and 70x Operations		71.0	\$ 3,905	\$ 1,000				\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations
			SubTotal			\$ 14,849	\$ 3,035	\$ -	\$ -	\$ -	\$ 2,000	\$ 552	\$ 2,552	
			Totals			\$ 202,551	\$ 120,760	\$ 15,257	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 69,837	



Memorandum

DATE: June 03, 2013

TO: Programs and Projects Committee

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

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Draft FY 2013/14 Program and At Risk Report**

Recommendation

It is recommended the Commission approve the:

1. TFCA County Program Manager Fund FY 2013/14 Draft Program; and the
2. TFCA At Risk Report, dated May 31, 2013.

Summary

For the TFCA County Program Manager Fund FY 2013/14 Draft Program, a total of \$1,336,230 is recommended (of the \$1,888,821 available) for 12 of the 15 projects requesting funding. An unrecommended program balance of \$552,591 remains. The cost-effective evaluation for a LAVTA project (requesting a total of \$350,000) has yet to be completed and a revised draft program may be distributed at the meeting based on the pending evaluation results.

The At Risk report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into "Red," "Yellow" and "Green" zones based on the project delivery milestones tracked in the report.

Discussion

FY 2013/14 Draft Program

TFCA funding is generated by a \$4.00 vehicle registration fee collected by the Air District. Projects that result in the reduction of motor vehicle emissions are eligible for TFCA. Eligible projects are to achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for

programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis. The FY 2013/14 fund estimate is included as Attachment A and indicates each agency's balance.

The total amount of available TFCA is required to be completely programmed on an annual basis. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the program. A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds.

The draft program is included as Attachment B. A final program recommendation is scheduled for consideration in July 2013. For the development of a final program, staff notes that although the City of Hayward has proposed a cost-effective project, the City has a negative share balance of approximately \$500,000, so maintaining funding equity over the life of the TFCA program is also a consideration. It is also noted that a number of projects are recommended for less than the amount of TFCA requested and that sponsors of these projects will need to confirm that funding from other sources will be committed to the project before the recommended TFCA funds can be included in the final program.

At Risk Report

The report, included as Attachment C, includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into "Red," "Yellow," and "Green" zones based on the project delivery milestones tracked in the report. For this reporting cycle, there are a total of 22 active projects with six in the Red Zone (activities due within 4 months), 15 in the Yellow Zone (activities due in 5-7 months) and one in the Green Zone (activities due in eight or more months). Five projects have been completed and will be removed from the next report.

Fiscal Impact

The draft program will commit FY 2013/14 TFCA revenue, consistent with the FY 2013/14 budget.

Attachment(s)

Attachment A:	TFCA FY 2013/14 Fund Estimate – Final – March 2013
Attachment B:	TFCA County Program Manager Fund FY 2013/14 Draft Program
Attachment C:	TFCA County Program Manager Funds At Risk Report

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

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

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

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

Calendar year 2012 Interest Earned \$ 11,091

Total Funding Available \$ 1,912,052

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

Notes:

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

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FY 2013/14 TFCA County Program Manager Fund
Draft Program

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	Cost-effectiveness	Recommended Draft Program	Notes
70% City/County Share							
Alameda County	Fairmont Rd Class II Bike Lanes	Class II Bicycle Lane Gap Closure on Fairmont Drive between E. 14th Street and Liberty, in the Ashland Unincorporated Area of Alameda County.	\$340,000	\$200,000	\$89,518	\$ 112,000	Cost-effective for up to \$112,000 of TFCA. Sponsor to confirm whether project would be fully funded from other sources if TFCA funds approved.
Berkeley	Berkeley Citywide Bicycle Parking Project	Purchase and installation on the public right-of-way of at least 278 bicycle racks citywide, including six (6) pilot in-street "bicycle corral" locations along commercial corridors. The City will install racks primarily on sidewalks near commercial areas, schools, and parks.	\$155,000	\$155,000	\$39,748	\$ 155,000	
East Bay Regional Park District	Iron Horse Trail Dublin/Pleasanton BART Santa Rita Road	Construct a 1.6-mile concrete Class 1 segment of the Iron Horse Regional Trail between the Dublin/Pleasanton BART Station and Santa Rita Road Project.	\$4,320,000	\$750,000	\$89,227	\$0	Project fully funded. Groundbreaking event held May 1st.
Fremont	Arterial Management Program - Ardenwood, Mission, and Stevenson Blvds	This project will improve arterial operations along three corridors: Ardenwood, Stevenson, and Mission Boulevards by implementing new signal coordination timings and upgrading most of the existing traffic signal equipment to enhance the operation of the traffic signal coordination.	\$218,000	\$218,000	\$51,963-\$88,839	\$ 145,000	Based on two years of cost-effectiveness.
Hayward	"A" Street Signal Upgrade and Coordination	Provide traffic signal retiming and coordination along "A" Street at 10 intersections between Mission Boulevard and Hesperian Boulevard, including upgrading existing controllers and closing the gap between the existing signal interconnect system to allow communications between the Traffic Operations Center (TOC) and the on-street controllers.	\$209,000	\$190,000	\$31,994-\$33,365	\$ 190,000	Based on two years of cost-effectiveness.
Oakland	Adeline St Bikeway Gap Closure	The project will install Class 2 bike lanes on Adeline St, 47th to 61st Sts. The new facility will adjoin existing bikeways at each end. The street will be slurry-sealed prior to bike lane installation.	\$73,000	\$58,000	\$89,231	\$ 51,000	Sponsor to confirm whether project would be fully funded from other sources if TFCA funds approved.
Oakland	CityRacks Bicycle Parking Program Phase 10	This project will fund Phase 10 of Oakland's CityRacks Bicycle Parking Program. Over the two year grant period, the project includes installation of approximately 500 bike rack parking spaces and four electronic bicycle lockers to serve the 12th St BART Station.	\$100,000	\$100,000	\$22,936-\$88,215	\$ 81,000	Bike rack component is cost effective. Locker component is cost-effective up to \$16,000. Sponsor to confirm whether locker project would be fully funded from other sources if TFCA approved. Proposed overhead rate to be reviewed and approved for TFCA.
Oakland	City of Oakland Broadway Shuttle	The Free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Broadway at 27th Street at 11-16 minute frequencies. Starting July 2013, the B's service hours will be Monday-Thursday 7am-10pm; Friday 7am-12am; and Saturday 6pm-12am. TFCA request is for a 1.5 year period, July 2013 - Dec. 2014.	\$1,051,000	\$140,268	\$89,746	\$ 7,000	The Air District considers only the shuttle's peak-hour service to be eligible for TFCA and Regional TFCA is already providing the majority of allowable TFCA funding per cost-effectiveness criteria.
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programs. TFCA request is for FY 13/14 program operations.	\$114,000	\$58,916	\$79,447	\$ 58,916	
San Leandro	San Leandro LINKS Shuttle	The free shuttle provides service from the San Leandro BART station to businesses in West San Leandro. Service is provided every 20 minutes, Monday - Friday during peak commute hours from 5:45AM to 9:45AM and 3:00PM to 7:00PM. The TFCA request is for FYs 13/14 and 14/15.	\$633,000	\$104,000	\$88,534	\$ 60,000	Maximum of \$30,000 per year over 2 years.
Subtotal City/County (70%)			\$1,974,184			\$ 859,916	
TFCA Balance Available			\$1,082,516			\$1,082,516	
Difference			(\$891,668)			\$ 222,600	

FY 2013/14 TFCA County Program Manager Fund
Draft Program

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	Cost-effectiveness	DRAFT Program	Notes
30% Transit Discretionary Share							
AC Transit	Bus Electrification Demonstration Project	The conversion of an existing hybrid gasoline bus to a fully electric vehicle to achieve reductions in emissions, noise and operational costs. To achieve additional emissions reductions credit, a conventional diesel fuel bus from the AC Transit revenue fleet will be scrapped.	\$ 484,000	\$387,276	\$86,800	\$ 47,000	Project type requires case-by-case approval by Air District. Sponsor to confirm whether project would be fully-funded from other sources if TFCA funds approved.
Alameda CTC	Alameda County Guaranteed Ride Home and Countywide Transportation Demand Management Services Information	The Program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative commute modes. TFCA request is for continued program operations for FY 13/14 and FY14/15 and includes the creation of new educational materials providing comprehensive information on different TDM services and commute alternatives available in Alameda County.	\$ 270,000	\$ 270,000	\$ 10,269	\$ 270,000	
CSU East Bay	Second BART to Campus Shuttle	Continue existing operations of a second free campus to BART shuttle. The route operates in a loop between CSU East Bay campus and the Hayward BART station 7am-930pm, 240 days per year. Request is for FY 13/14 operations.	\$ 159,314	\$ 159,314	\$ 89,936	\$ 159,314	
LAVTA	Route 20X Operations	Route 20x operations for FYs 13/14 and 14/15. Route 20x originates at East Dublin/Pleasanton BART Station, serves Vasco Road to East Avenue (including Lawrence Livermore and Sandia National Laboratories), and continues along Mines Road and First Street to the Livermore Transit Center.	\$ 318,000	\$ 100,000	\$ (112,683)	\$0	Not cost-effective for TFCA
LAVTA	RAPID Operations	Rapid operations for FYs 13/14 and 14/15. The Rapid originates at the West Dublin/Pleasanton BART Station, serves Stoneridge Mall, Downtown Dublin and Hacienda Crossings, Livermore Premium Outlets, Livermore Transit Center, and Lawrence Livermore and Sandia National Laboratories.	\$ 6,578,000	\$ 350,000	\$ 62,319	TBD	Initial results indicate cost-effective for TFCA, but if regional TFCA funding awarded, it will need to be accounted for in the evaluation.
		Subtotal Transit Discretionary (30%)	\$ 1,266,590	\$ 1,266,590		\$ 476,314	
		TFCA Balance Available	\$ 806,305	\$ 806,305		\$ 806,305	
		<i>Difference</i>	<i>\$ (460,285)</i>			<i>\$ 329,991</i>	

Amount Available	DRAFT FY 2013/14 TFCA Program	
\$ 1,082,516.00	Subtotal TFCA 70%	\$ 859,916
\$ 806,305.00	Subtotal TFCA 30%	\$ 476,314
\$ 1,888,821.00	Total Recommended	\$ 1,336,230
	<i>Remaining Balance</i>	<i>\$ 552,591</i>

TFCA County Program Manager Funds
At Risk Report
Report Date: May 31, 2013

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
RED ZONE (Milestone deadline within 4 months)							
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures complete Final invoice paid FMR due Sept '13 (Project completion scheduled summer 2013)
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	10/15/12	
			\$ 100,000	FMR	Sep-13		
				Expend Deadline Met?	10/28/12	Yes	
12ALA01	Oakland	Broadway Shuttle: Fri and Sat Evening Extended Service (FY 12/13)	TFCA Award	Agreement Executed	2/1/13	12/14/12	Expenditure deadline Oct '14 Expenditures not complete FMR due Sept '13
			\$ 35,300	Project Start	Dec-13	Jul-12	
			TFCA Expended	Final Reimbursement	12/31/15		
			\$ 17,650	FMR	Sep-13		
				Expend Deadline Met?	10/17/14		
12ALA03	Cal State - East Bay	CSUEB Second Shuttle - Increased Service Hours (FY 12/13)	TFCA Award	Agreement Executed	2/1/13	2/6/13	Expenditure deadline Oct '14 Expenditures not complete FMR due Sept '13
			\$ 56,350	Project Start	Dec-13	Sep-12	
			TFCA Expended	Final Reimbursement	12/31/15		
				FMR	Sep-13		
				Expend Deadline Met?	10/17/14		
12ALA04	LAVTA	Route 10 - Dublin/ Pleasanton BART to Livermore ACE Station and LLNL (FY 12/13 Operations)	TFCA Award	Agreement Executed	2/1/13	1/9/13	Expenditure deadline Oct '14 Expenditures not complete FMR due Sept '13
			\$ 144,346	Project Start	Dec-13	Jul-12	
			TFCA Expended	Final Reimbursement	12/31/15		
			\$ 109,040	FMR	Jan-15		
				Expend Deadline Met?	10/17/14		
12ALA05	LAVTA	ACE Shuttle Service - Route 53 (FY 12/13 Operations)	TFCA Award	Agreement Executed	2/1/13	1/9/13	Expenditure deadline Oct '14 Expenditures not complete FMR due Sept '13
			\$ 34,180	Project Start	Dec-13	Jul-12	
			TFCA Expended	Final Reimbursement	12/31/15		
			\$ 23,701	FMR	Sep-13		
				Expend Deadline Met?	10/17/14		
12ALA06	LAVTA	ACE/BART Shuttle Service - Route 54 (FY 12/13 Operations)	TFCA Award	Agreement Executed	2/1/13	1/9/13	Expenditure deadline Oct '14 Expenditures not complete FMR due Sept '13
			\$ 30,700	Project Start	Dec-13	Jul-12	
			TFCA Expended	Final Reimbursement	12/31/15		
			\$ 25,364	FMR	Sep-13		
				Expend Deadline Met?	10/17/14		
YELLOW ZONE (Milestone deadline within 5-7 Months)							
08ALA01	Alameda CTC	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '13 Expenditures not complete FMR due Mar '14 3rd 1-yr extension approved
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 236,372	FMR	Mar-14		
				Expend Deadline Met?	12/22/13		
09ALA01	Alameda CTC	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '13 Expenditures not complete FMR due Mar '14 2nd extension request approved 9/27/12
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 327,145	FMR	Mar-14		
				Expend Deadline Met?	12/22/13		
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Extension approved Oct '11 Expenditures complete Final Invoice received FMR received
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 236,535	FMR	Apr-13	Apr-13	
				Expend Deadline Met?	01/13/13	Yes	
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12	06/13/12	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14 1-year extension requested May '13
			\$ 230,900	Project Start	Dec-12	Dec-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

TFCA County Program Manager Funds
At Risk Report
Report Date: May 31, 2013

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14 1-year extension requested May '13
			\$ 40,000	Project Start	Dec-12	Dec-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12	06/01/12	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14
			\$ 100,000	Project Start	Dec-12	Oct-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14
			\$ 194,000	Project Start	Dec-12	Aug-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 161,267	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditures complete Final Invoice received FMR received
			\$ 52,000	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 49,000	FMR	Dec-12	Dec '12	
				Expend Deadline Met?	11/14/13	Yes	
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14
			\$ 256,000	Project Start	Dec-12	Nov-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA07	Hayward	Post-project Monitoring/Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12	06/01/12	Expenditure deadline Nov '13 FMR due Sept '15 (FMR is to be coordinated with 10ALA04. To facilitate, an expenditure deadline extension requested May '13)
			\$ 50,300.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Sep-15		
				Expend Deadline Met?	11/14/13		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14
			\$ 190,000.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	Expenditure deadline Nov '13 Expenditures not complete FMR due date Dec '15 (2 years post-project)
			\$ 125,000	Project Start	Dec-12	May-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Dec-15		
				Expend Deadline Met?	11/14/13		
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 Expenditures not complete FMR due Sept '13
			\$ 59,500	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 47,500	FMR	Sep-13		
				Expend Deadline Met?	11/14/13		
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14
			\$ 245,000	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 123,214	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

TFCA County Program Manager Funds

At Risk Report

Report Date: May 31, 2013

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
12ALA02	Pleasanton	Pleasanton Trip Reduction Program (FY 12/13)	TFCA Award	Agreement Executed	2/1/13	2/6/13	Expenditure deadline Oct '14 Expenditures not complete FMR due Oct '13
			\$ 57,507	Project Start	Dec-13	Jul-12	
			TFCA Expended	Final Reimbursement	12/31/15		
				FMR	Oct-13		
				Expend Deadline Met?	10/17/14		
GREEN ZONE (Milestone deadline beyond 7 months)							
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditures complete Project completion est. Jun '13 FMR due Sept 2015 (2 years post-project) 1st ext. request approved 9/27/12
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/14	01/07/13	
			\$ 614,000	FMR	Jun-15		
				Expend Deadline Met?	10/28/13	Yes	
Completed Projects (will be removed from the next monitoring report)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures complete Final Invoice paid \$21,884.87 relinquished FMR received
			\$ 253,520	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12	Mar-13	
			\$ 253,520	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
08ALA05	Alameda CTC	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures complete Final Invoice paid FMR received (2-year post-project report)
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493	FMR	Feb-13	Mar-13	
				Expend Deadline Met?	12/22/10	Yes	
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditures complete Final invoice paid \$7,790 relinquished FMR received
			\$ 202,210	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13	03/06/13	
			\$ 202,210	FMR	Jan-13	Jan-13	
				Expend Deadline Met?	10/28/12	Yes	
10ALA08	AC Transit	TravelChoice-New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures complete Final invoice paid \$25,834 relinquished FMR received
			\$ 139,166	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13	Jan-13	
			\$ 139,166	FMR	Jan-13	Jan-13	
				Expend Deadline Met?	10/28/12	Yes	
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12	05/07/12	Expenditures complete Final Invoice paid FMR received
			\$ 52,154	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14	Apr-13	
			\$ 52,154	FMR	Mar-13	Mar-13	
				Expend Deadline Met?	11/14/13	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

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

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

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Memorandum

DATE: June 03, 2013

TO: Programs and Projects Committee

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

SUBJECT: **Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2013/14**

Recommendation

It is recommended that the Commission approve the ACE Baseline Service Plan (BSP) for FY 2013/14.

Summary

The Cooperative Service Agreement for the operation of the Altamont Commuter Express (ACE) service between the Alameda CTC, Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRRC) calls for SJRRRC staff to prepare an annual report on the operation of the ACE service. The attached ACE Baseline Service Plan details the ACE proposed service and budget, including funding requested from the Alameda CTC, for the upcoming 2013/14 fiscal year. Measure B pass through funding is proposed to fund operating and Measure B Capital funds, State Transit Assistance (STA), Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and Proposition 1 B Transit Security funds are proposed for the capital projects.

Background

ACE staff provided the Draft FY 2013/14 Baseline Service Plan to the Alameda CTC for review and comment. Listed below are Alameda CTC staff's comments on specific issues.

Operations and Maintenance:

Based on the terms of the Cooperative Service Agreement, Alameda CTC funds about a third of the operating cost subsidy provided by the three partner agencies (Alameda CTC/VTA/SJRRRC). The Alameda County contribution towards ACE Operations and Maintenance for FY 2012/13 was \$2,097,443. Based on the terms of the Cooperative Services Agreement, the Alameda County contribution towards ACE Operations and Maintenance for FY 2013/14 should be approximately \$2,145,893. The increase over last year's amount is based on a 2.31 percent estimated Consumer Price Index (CPI) increase for FY 2013/14.

On October 1, 2012, the ACE introduced a fourth train service. Through the FY 2013/14 BSP, ACE is requesting \$2,801,871 as Alameda County's Operation and Maintenance contribution. This increase in \$655,997 represents one-third of the operating subsidy of the fourth train.

Funding for Alameda's share of the 3 train service has been provided with Measure B pass through funding over the last 10 years. Based on the annual contribution being slightly less than annual revenues over the last ten (10) years, there is currently a Measure B Operation fund reserve of approximately \$2.6 Million. Funding the Alameda share of a 4th train service will require the use of a portion of the reserve. Assuming the four train funding level continues in the future, the reserve is projected to be exhausted in 2016/17.

Under this scenario, from FY 2017/18 onwards, Measure B funds generated on an annual basis will meet the operations needs of only 3 trains. ACE staff acknowledges this issue and has confirmed that any remaining operations funds needs would be met with alternate fund sources through SJRRC, consistent with the terms of the current Cooperative Service Agreement.

Capital Projects:

The total new Alameda County funds requested in FY 2013/14 is \$146,774 of STA funds for the Maintenance Layover Facility project and \$116,478 Proposition 1B Transit Security funds towards the ACE Stations' Security and E-ticketing projects.

The FY 2013/14 BSP includes transferring \$1 million of Measure B funds from the environmental phase of the Altamont Corridor Improvements project to the Maintenance Rail Facility project. The Commission had previously approved \$2 million Measure B funds towards the environmental phase of the Altamont Corridor Improvements project in the FY 2011/12 BSP. The FY 2013/14 BSP also includes transferring \$81,500 of FY 2007/08 Proposition 1B PTMISEA remaining balance from the completed ACE Platforms Extension Project (design phase) to the Maintenance Rail Facility project.

Fiscal Impact

Staff will amend the FY 2013/14 budget to reflect this funding with the next budget amendment process.

Attachment(s)

Attachment A: FY 2013/14 ACE Baseline Service Plan



Altamont Commuter Express

2013 - 2014

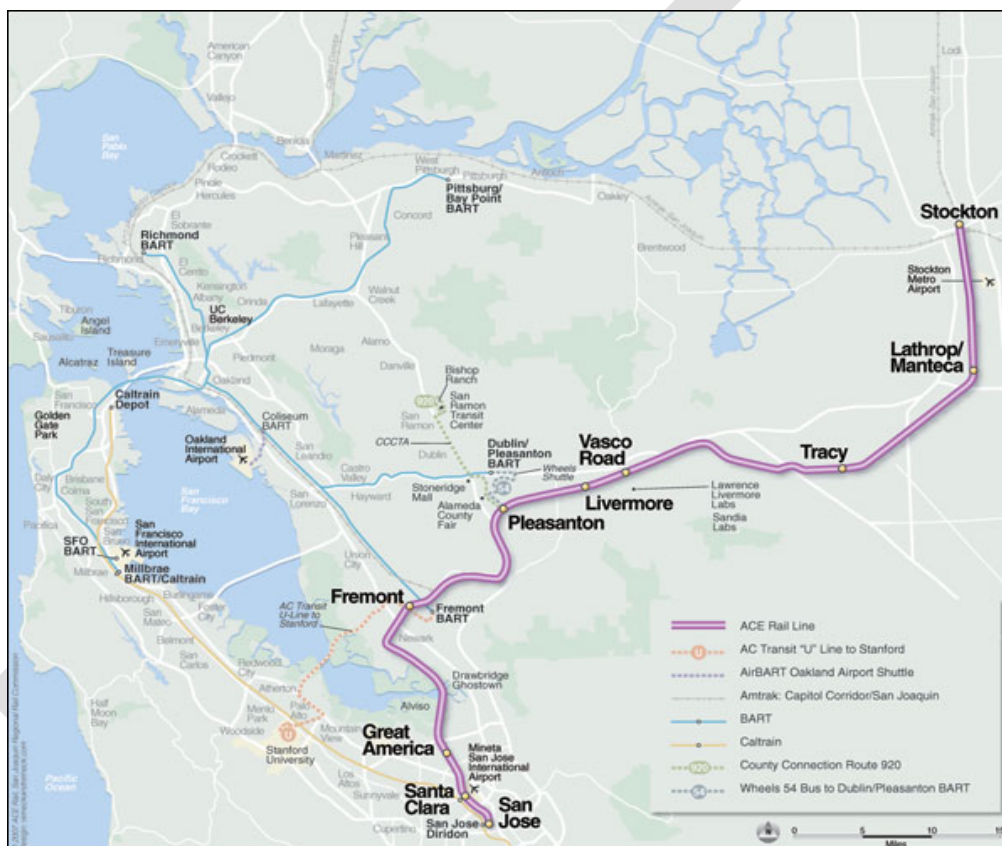
DRAFT BASELINE SERVICE PLAN

Train Service

The Altamont Commuter Express (ACE) Baseline Service Plan provides 4 weekday roundtrips between Stockton, CA and San Jose, CA. The four trains consist of one three car set, two 6 car sets, and one 7 car set providing seating for between approximately 500 and 900 seats depending on the number of passenger cars.

Service Corridor

ACE trains operate over 82 miles of Union Pacific railroad between Stockton and Santa Clara, and 4 miles of Caltrain railroad between Santa Clara and San Jose. ACE trains service 10 stations in San Joaquin, Alameda, and Santa Clara Counties.



COUNTY STATIONS SERVED		
SAN JOAQUIN	ALAMEDA	SANTA CLARA
Stockton	Vasco Road	Great America
Lathrop/Manteca	Livermore	Santa Clara - Caltrain
Tracy	Pleasanton	San Jose - Caltrain
	Fremont	

Train Schedule

AM – WESTBOUND

Stockton To San Jose	#01	#03	#05	#07
Stockton	4:20 AM	5:35 AM	6:40 AM	7:05 AM
Lathrop/Manteca	4:39 AM	5:54 AM	6:59 AM	7:24 AM
Tracy	4:51 AM	6:06 AM	7:11 AM	7:36 AM
Vasco	5:20 AM	6:35 AM	7:40 AM	8:05 AM
Livermore	5:25 AM	6:40 AM	7:45 AM	8:10 AM
Pleasanton	5:33 AM	6:48 AM	7:53 AM	8:18 AM
Fremont	5:55 AM	7:10 AM	8:15 AM	8:40 AM
Great America	L6:13 AM	L7:28 AM	L8:33 AM	L8:58 AM
Santa Clara	L6:20 AM	L7:35 AM	L8:40 AM	L9:05 AM
San Jose	6:32 AM	7:47 AM	8:52 AM	9:17 AM

PM – EASTBOUND

San Jose To Stockton	#04	#06	#08	#10
San Jose	3:35 PM	4:35 PM	5:35 PM	6:38 PM
Santa Clara	3:40 PM	4:40 PM	5:40 PM	6:43 PM
Great America	3:49 PM	4:49 PM	5:49 PM	6:52 PM
Fremont	4:05 PM	5:05 PM	6:05 PM	7:08 PM
Pleasanton	4:28 PM	5:28 PM	6:28 PM	7:31 PM
Livermore	4:37 PM	5:37 PM	6:37 PM	7:40 PM
Vasco	4:42 PM	5:42 PM	6:42 PM	7:45 PM
Tracy	5:11 PM	L6:11 PM	L7:11 PM	L8:14 PM
Lathrop / Manteca	5:23 PM	L6:23 PM	L7:23 PM	L8:26 PM
Stockton	5:47 PM	6:47 PM	7:47 PM	8:50 PM

L = Trains may leave early after all riders have de-boarded.

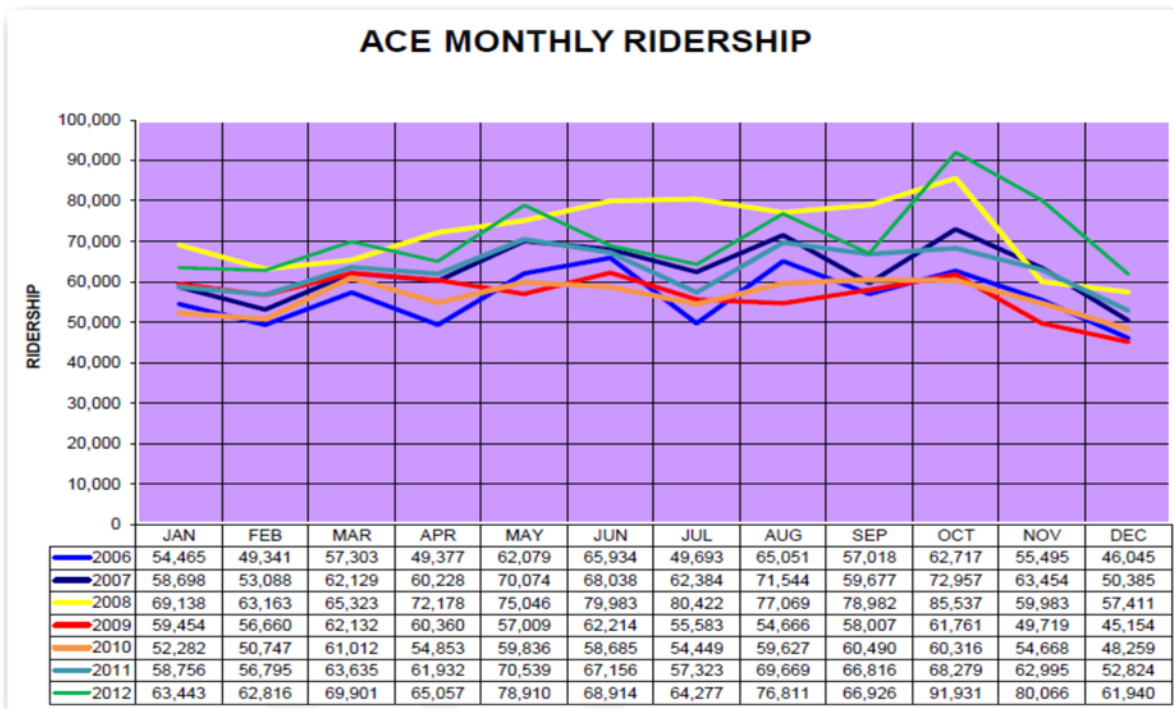
Fare Structure

The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a 50% discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under Title II or XVIII of the Social Security Act, and children age 6 through 12. Children under 6 ride for free with an accompanying adult. Current fares have been in effect since January 1, 2013.

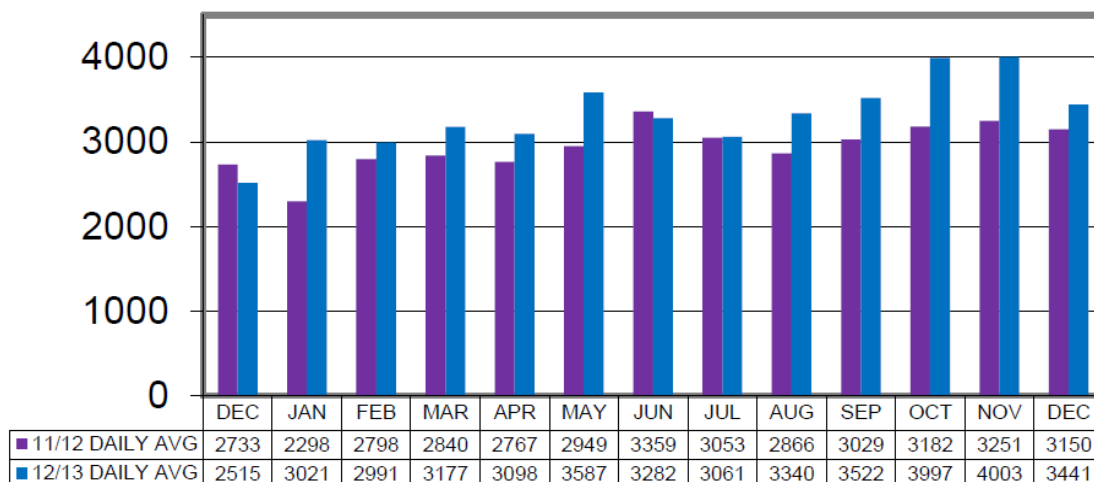
ORIGIN STATION	DESTINATION STATION	LATHROP	TRACY	VASCO	LIVERMORE	PLEASANTON	FREMONT	G. A. MERICA	SANTA CLARA	SAN JOSE
SKT	ONE WAY	4.25	5.25	9.00	9.00	9.00	10.25	13.00	13.00	13.00
	ROUND TRIP	5.25	10.25	14.00	14.00	14.00	18.50	23.00	23.00	23.00
	20 RIDE	44.50	79.25	112.25	112.25	112.25	145.50	179.50	179.50	179.50
	MONTHLY	83.00	144.00	206.50	206.50	206.50	267.50	330.00	330.00	330.00
LAT	ONE WAY		5.00	8.50	8.50	8.50	9.75	12.00	12.00	12.00
	ROUND TRIP		9.75	13.50	13.50	13.50	17.00	22.00	22.00	22.00
	20 RIDE		75.25	107.25	107.25	107.25	139.25	171.75	171.75	171.75
	MONTHLY		137.50	197.50	197.50	197.50	256.25	316.25	316.25	316.25
TRC	ONE WAY			5.00	5.00	5.00	8.50	9.75	9.75	9.75
	ROUND TRIP			9.75	9.75	9.75	13.50	17.00	17.00	17.00
	20 RIDE			75.25	75.25	75.25	107.25	139.25	139.25	139.25
	MONTHLY			137.50	137.50	137.50	197.50	256.25	256.25	256.25
VAR	ONE WAY				3.75	3.75	5.00	8.50	8.50	8.50
	ROUND TRIP				5.00	5.00	9.75	13.50	13.50	13.50
	20 RIDE				42.75	42.75	75.25	107.25	107.25	107.25
	MONTHLY				79.50	79.50	137.50	197.50	197.50	197.50
LVA	ONE WAY					3.75	5.00	8.50	8.50	8.50
	ROUND TRIP					5.00	9.75	13.50	13.50	13.50
	20 RIDE					42.75	75.25	107.25	107.25	107.25
	MONTHLY					79.50	137.50	197.50	197.50	197.50
PLD	ONE WAY						5.00	8.50	8.50	8.50
	ROUND TRIP						9.75	13.50	13.50	13.50
	20 RIDE						75.25	107.25	107.25	107.25
	MONTHLY						137.50	197.50	197.50	197.50
FMT	ONE WAY							5.00	5.00	5.00
	ROUND TRIP							9.75	9.75	9.75
	20 RIDE							75.25	75.25	75.25
	MONTHLY							137.50	137.50	137.50
GAC	ONE WAY									
	ROUND TRIP									
	20 RIDE									
	MONTHLY									
SCC	ONE WAY									
	ROUND TRIP									
	20 RIDE									
	MONTHLY									

Ridership

FY 12/13 continues to outperform last fiscal year month over month with October 2012 the highest ridership month in ACE's history. Current fiscal year-to-date trends indicate ridership to grow to just under one million riders – ACE's best year since FY 08/09. This is significant in that FY 08/09 passengers were serviced with four round trips daily and ridership is trending near those levels since the reintroduction of the fourth round trip on October 1st, 2012. While fuel is certainly a factor in riders considering the ACE service, a rebound in East Bay & San Jose employment is clearly attracting passengers.



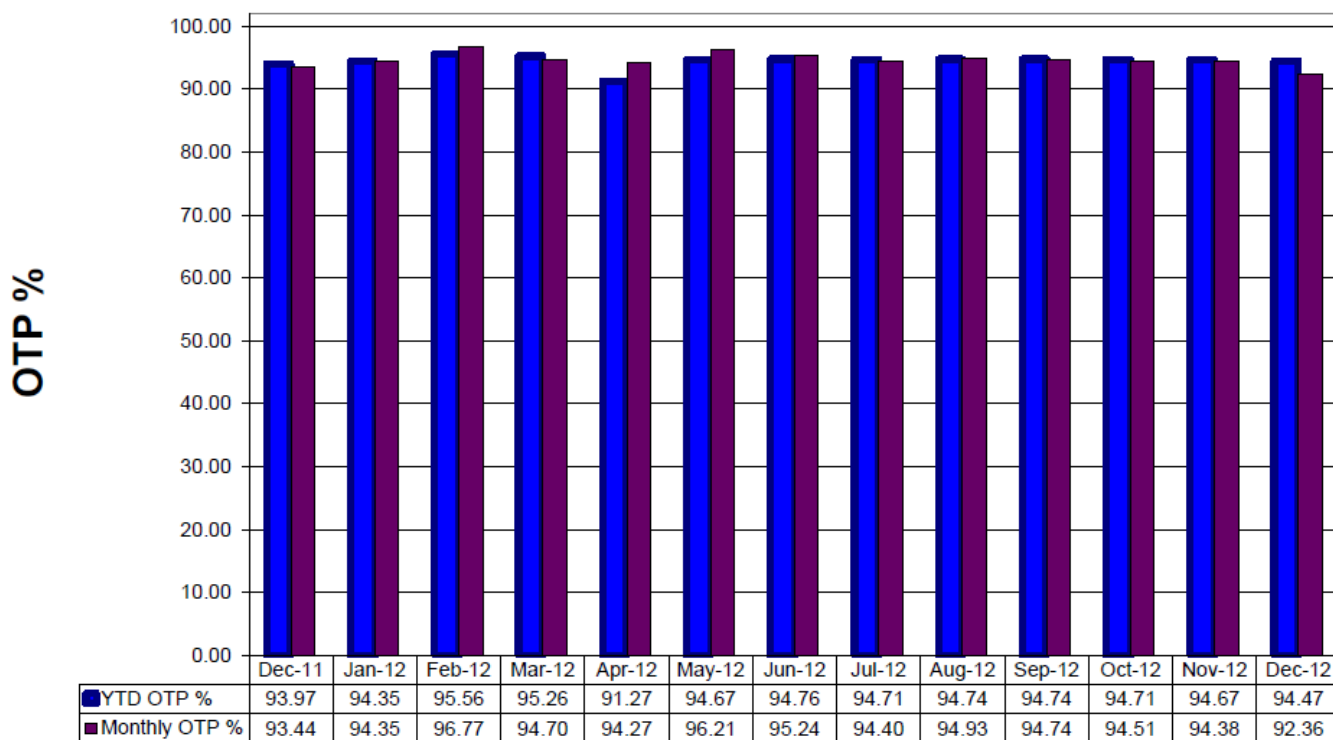
ACE DAILY RIDERSHIP COMPARISON



On-Time Performance

ACE on-time performance for FY 12/13 year to date is 94.47%. Prior FY, on-time performance was 93.96%. It is anticipated that FY 12/13 will exceed last FY's on-time performance as the spring and summer months often yield better times. ACE's on-time performance is calculated based on trains arriving at their final terminal within 5 minutes of the schedule of the train. Since 2007, on-time performance has grown almost 17% - a significant dividend representing SJRRC's commitment to track maintenance and improvement in the ACE corridor.

ACE On Time Performance



Shuttles

A substantial part of the ACE operating budget is for connecting shuttle operations. Connecting shuttle or bus service is available at five of the current stations. There are also connecting services that are funded by other Agencies or private businesses.

(NOTE: Level of Shuttle Service is subject to change depending upon available grant funding utilization and operating efficiency.)

San Joaquin County

- Lathrop Manteca Station - Modesto Max bus provides connections between Modesto and the Lathrop Manteca station. (Not part of ACE operating budget)

Alameda County

- Vasco Road – Livermore Lab Shuttle (Not part of ACE operating budget)
- Livermore Station – Connecting service to LAVTA/Wheels Transit system. (Not part of ACE operating budget)

- Pleasanton Station – Connecting service to LAVTA Wheels Route 53 and 54 servicing Pleasanton BART, Hacienda Business Park, and Stoneridge Business Park. Connecting service to Contra Costa County Transit servicing Bishop Ranch Business Park.
- Fremont Station – Connecting service to AC Transit.(Not part of ACE operating budget)

Santa Clara County

- Great America Station – Eight shuttle routes provided by El Paseo Limousine, managed by the Valley Transit Authority, cover 540 miles per day to various businesses in the Silicon Valley. In addition Light Rail Service from the Lick Mill Station also provides connection alternatives to the passengers. Approximately 12 private company shuttles service the station. A shuttle from the Great America Station to the Santa Clara Station and surrounding commerce centers is also provided by El Paseo Limousine and allows passengers to make their connection through the shuttle service, four additional stops were added to include stops to accommodate employees working at Agilent, Hitachi, Hewlett Packard and Kaiser.
- San Jose Diridon Station - ACE riders have access to the free DASH shuttles, VTA light rail, six bus routes and four regional express routes to and from the San Jose Diridon Station providing connection alternatives for passengers. DASH shuttles provide an important link for ACE passengers traveling to downtown San Jose. DASH shuttles are operated by VTA with funds from the Bay Area Air Quality Management District (BAAQMD), the City of San Jose, and the VTA. DASH shuttles are free for ACE passengers.

ACE Service Contributions

The Baseline ACE Service Contributions were initially derived from the 2002/2003 adopted ACE Budget and are adjusted annually based upon the CPI, unless unusual industry factors affect the service. The following chart shows the contributions by Fiscal Year:

	FY 2008 - 2009	FY 2009 - 2010	FY 2010 - 2011	FY 2011 - 2012	FY 2012 - 2013	FY 2013 - 2014 Dec-Dec CPI
ALAMEDA CTC**	\$1,931,187	\$1,936,981	\$1,983,274	\$2,052,292	\$2,097,443	\$2,145,893
SCVTA	\$2,689,659	\$2,689,659	\$2,689,659*	\$2,689,659*	\$2,921,212**	\$2,988,692
CPI Increase	3.60%	0.30%	2.39%	3.48%	2.20%	2.31%

* Due to economic constraints, SCVTA held the FY 2011 & FY 2012 contribution at the FY 2009 level.

** SCVTA number based off full rate contributions under CPI inflators for FY 2010 forward.

ACE Operations and Maintenance Contributions:

The published FY 2011/2012 December-December CPI is 2.31 percent. Therefore, local contributions are projected to increase 2.31 percent over FY 2012/2013. The table below notes the projected commitment for three trains. The table continues by adding the fractional cost of the fourth train as a supplemental cost to arrive at the total request from Alameda CTC. *SCVTA is not participating in funding the 4th train.*

	FY 2012 - 2012	FY 2013 - 2014	Fourth Train Costs	FY 2013 - 2014 Request with 4 th Train
ALAMEDA CTC	\$2,097,443	\$2,145,893	\$655,997	\$2,801,871
SCVTA	\$2,921,212,	\$2,988,692	0	\$2,988,692

Fourth Train Cost	\$2,116,055	100%
ACTC Contribution	\$655,977	31%
ACE Contribution	\$1,460,078	69%

** Alameda CTC's figure includes \$10,000 for maintenance of the Vasco Road and Pleasanton Stations, but does not include \$20,000 for the Administrative Management of Alameda CTC's contribution.

ACE Shuttle Contributions:

The regional shuttle service providers (VTA, LAVTA, and CCCTA) have multi-year contracts with private operators that have built-in, annual inflation rates (Averaging 3-4 percent). These costs are passed-through to the Baseline ACE Service Budget.

The overall shuttle budget for FY 2012/2013 was \$1.12 million. Estimated shuttle budget for FY 2013/2014 is \$1,263,104.

The increase in the Shuttle Budget from 2011/2012 from \$743,000 to the \$1.12 million in FY 2012/2013 was due to the reintroduction on the fourth ACE round trip in October 2012. The Shuttle costs are anticipated to increase by CPI in FY 2013/2104 of 2.31%.

ACE shuttles from the Great America Station are operated by El Paseo Limousine through a competitive selection by a panel of VTA and SJRRC staff. VTA manages this service and contracts with El Paseo, who utilizes propane clean-air vehicles. Grant revenue depends on award of annual funds from the air district. These funds are awarded on a calendar cycle so the first half of FY 2011/2012 is covered under the current grant.

ACE Capital Projects:

As part of the SJRRC's efforts to provide a safer more reliable and convenient ACE service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE corridor or improve reliability of the service. Thus far, the Capital program has been funded with State Funds, Federal Section 5307 Funds, Section 5309 Funds, Alameda County Sales Tax Measure B, Santa Clara VTA, and San Joaquin County Sales Tax Measure K revenues. The FY 2013/2014 Capital Project and budget is listed below.

1. Maintenance Layover Facility
\$1,000,000 (re-allocate from Altamont ENV Project – approved in 11/12 Baseline)
\$ 146,774 (STA Allocation)
\$ 81,542 (PTMISEA – transferred from FY 2007/08 Allocation)
2. ACE Station Security Cameras Project
\$ 38,826 (Prop 1 B Transit Security Funds – 2010/11)
\$ 38,826 (Prop 1 B Transit Security Funds – 2011/12)
3. ACE Electronic Fare Collection Project
\$ 38,826 (Prop 1 B Transit Security Funds – 2012/13)

Total Capital Project Expenses for FY 2013/14	\$43,501,938
Total SJRRC Capital Funds Committed for FY 2013/14	\$42,157,144
Total ALAMEDA County Capital Funds Requested for FY 2013/14	\$1,344,794
Total SCVTA Capital Funds Requested for FY 2013/14	\$0

Annually as part of the Baseline Service Plan SJRRC, ALAMEDA CTC, and SCVTA discuss the programming and funding of future capital projects. These meetings will take place prior to the completion of the Final Budget. Any projects agreed to will be incorporated into this document by amendment.

ACE Service Improvements Beyond the Baseline Service

SJRRC has begun work on a station track extension that will connect the ACE station with the new maintenance facility and allow for Caltrans San Joaquin trains to access the station platform. Phase I of the project is fully funded with construction completion anticipated in FY 2013/2014. This project in conjunction with the Cabral Station Improvement project will provide a multi-modal station for rail transportation in Stockton and serve as the eastern anchor for the City of Stockton's redevelopment plan.

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Memorandum

DATE: June 03, 2013

TO: Programs and Project Committee

FROM: Matt Todd, Principal Transportation Engineer
James O'Brien, Project Controls Team

SUBJECT: **Approval of State Transportation Improvement Program (STIP) At Risk Report**

Recommendation

It is recommended the Commission approve the attached STIP At Risk Report, dated May 31, 2013.

Summary

The Report assigns zones of risk to the 36 STIP projects 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 at moderate risk and Green zone projects at low risk.

Discussion

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

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

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

Attachment

Attachment A: STIP At Risk Report

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STIP At Risk Report
STIP-RIP Locally-Sponsored Alameda County Projects
Status Date: May 31, 2013
Red Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
1	0044C RIP	Alameda CTC \$2,000	I-880 Reconstruction, 29th to 23rd PSE 10/11	Complete Expend	6/30/13	R		Y
2	2100K RIP-TE	Alameda CTC \$400	I-880 Landscape/Hardscape Improvements in San Leandro PSE 09/10	Complete Expend	6/30/13	R	\$400K Allocated 6/30/10 12-Mo Ext App'd April 2012	Y
3	0057J RIP RIP RIP	Caltrans \$400 \$1,100 \$500	SR-24 Caldecott Tunnel 4th Bore Landscaping PSE 12/13 ConSup 13/14 Con 13/14	Allocate Funds Allocate Funds Allocate Funds	6/30/13 6/30/14 6/30/14	R G G	Added in 2012 STIP	Y
4	2014U RIP	GGBHTD \$12,000	SF Golden Gate Bridge Barrier Con 11/12	Allocate Funds	12/31/13	R	18-Mo Ext App'd May 12	G

End of Red Zone
Yellow Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
<i>No Yellow Zone Projects</i>								

End of Yellow Zone
Green Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
5	2009N RIP	Alameda \$4,000	Tinker Avenue Extension Con 07/08	Project Being Removed from Report			\$4M Allocated 9/25/08 Final Inv/Report 2/7/13	
6	2009A RIP	AC Transit \$3,705	Maintenance Facilities Upgrade Con 06/07	Final Invoice/Report		NA	\$3,705K Allocated 9/7/06	G
7	2009B RIP	AC Transit \$1,000	SATCOM Expansion Con 06/07	Accept Contract	Note 3	G	\$1,000K Allocated 9/7/06	G
8	2009C RIP	AC Transit \$2,700	Berkeley/Oakland/San Leandro Corridor MIS Env 06/07	Final Invoice/Report	Note 3	NA	\$2,700K Allocated 4/26/07	G

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

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Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
9	2009D RIP	AC Transit \$4,500	Bus Component Rehabilitation Con 06/07	Accept Contract	Note 3	G	\$4.5M Allocated 7/20/06	G
10	2009Q RIP	AC Transit \$14,000	Bus Purchase Con 06/07	Accept Contract	Note 3	G	\$14M Allocated 10/12/06	G
11	2009L RIP	Alameda Co. \$4,600	Vasco Road Safety Improvements Con 07/08	Project Being Removed from Report			\$4.6M Allocated 2/14/08 Contract Awd 7/29/08 Final Inv/Report 6/6/12	G
12	2100F RIP-TE	Alameda Co. \$1,150	Cherryland/Ashland/Castro Valley Sidewalk Imps. Con 10/11	Accept Contract	11/1/14	G	\$1,150 Allocated 5/12/11 Awarded Nov 2011	G
13	0016O RIP	Alameda CTC \$8,000	I-680 SB HOT Lane Accommodation Con 07/08	Project Being Removed from Report			\$8M Allocated 6/26/08 Final Inv/Report 10/29/12	G
14	0016U RIP	Alameda CTC \$7,315	I-580 Castro Valley I/C Improvements Con 07/08	Project Being Removed from Report			Final Inv/Report 5/1/13	G
15	0062E RIP	Alameda CTC \$954	I-80 Integrated Corridor Mobility Env 07/08	Final Invoice/Report		NA	\$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G
16	0081H RIP RIP-TE	Alameda CTC \$34,851 \$2,179	RT 84 Expressway Widening (Segment 2) Con 16/17 Con 16/17	Allocate Funds Allocate Funds	6/30/17 6/30/17	G G	Added in 2012 STIP	G
17	0139F RIP-TE	Alameda CTC \$350	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st Con 10/11	Accept Contract	7/26/15	G	\$350K Allocated 10/27/11 3-Mo Ext for Awd 5/23/12 Contract Awarded 7/26/12	G
18	2179 RIP RIP RIP RIP	Alameda CTC \$1,563 \$1,947 \$750 \$886	Planning, Programming and Monitoring (Note 2) Con 12/13 Con 11/12 Con 13/14 Con 16/17	Complete Expend Complete Expend Allocate Funds Allocate Funds	6/30/15 6/30/14 6/30/14 6/30/17	G G G G	\$1,563 Allocated 6/28/12 \$1,947 Allocated 8/11/11 Added in 2012 STIP Added in 2012 STIP	G
19	1014 RIP	BART \$38,000	BART Transbay Tube Seismic Retrofit Con 07/08	Project Being Removed from Report			\$38M Allocated 9/5/07 Final Invoice 12/21/12	G

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

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Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
20	2008B RIP-TE	BART \$954	MacArthur BART renovate & enhance entry plaza Con	10/11	Project Being Removed from Report			\$954 Allocated 6/23/11 Transferred to FTA Grant	G
21	2009P RIP RIP	BART \$3,000 \$248	Alameda County BART Station Renovation Con PSE	07/08 07/08	Project Being Removed from Report			\$3M Allocated 12/11/08 FTA Grant CA-90-Y270 \$248 Allocated 9/5/07 Expenditures Complete	G
22	2009Y RIP-TE	BART \$1,200	Ashby BART Station Concourse/Elevator Imps Con	07/08	Final Invoice/Report		NA	\$1,200 Allocated 6/26/08	G
23	2103 RIP	BART \$20,000	Oakland Airport Connector Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
24	9051A RIP-TE	BATA \$3,063	Improved Bike/Ped Connectivity to East Span SFOBB Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	G
25	2009W RIP RIP	Berkeley \$4,614 \$1,500	Ashby BART Station Intermodal Imps Con Con	07/08 09/10	Final Invoice/Report Final Invoice/Report		NA NA	\$4,614 Allocated 6/26/08 AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09	G
26	2100G RIP-TE	Berkeley \$1,928	Berkeley Bay Trail Project, Seg 1 Con	10/11	Accept Contract	5/29/15	G	\$1,928 Allocated 12/15/11 Awarded 5/29/12	G
27	0521J RIP	Caltrans \$0	I-680 Freeway Performance Initiative Project 14/15		Project Being Removed from Report			\$2M Returned to Ala Co RIP Shares June 2012	G
28	2100H RIP-TE	Dublin \$1,021	Alamo Canal Regional Trail, Rt 580 undercrossing Con	10/11	Accept Contract	2/7/15	G	\$1,021 Allocated 8/11/11 Contract Awd 2/7/12	G
29	2140S RIP-TE	LAVTA \$200	Rideo Bus Restoration Project Con	10/11	Accept Contract	8/10/14	G	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G

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Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
30	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)									
				RIP	\$4,000	Con	11/12	Accept Contract	11/7/14	G	Note 3 \$4M Alloc'd 6/23/11 PTA Contract Awd 11/7/11	G
				RIP	\$1,500	Con	06/07	Final Invoice/Report		NA	Contract Accepted	
31	2100	MTC	Planning, Programming and Monitoring ²									
				RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G		
				RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
				RIP	\$114	Con	12/13	Complete Expenditures	6/30/15	G	\$114 Allocated 6/27/12	G
				RIP	\$126	Con	15/16	Allocate Funds	6/30/16	G	Added in 2012 STIP	
				RIP	\$131	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	
32	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD									
				RIP	\$5,990	R/W	07/08	Final Invoice/Report	NA	G	\$5.99M Allocated 12/13/07	R
33	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St									
				RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA	\$193 Allocated 7/26/07	G
34	2103A	Oakland	Oakland Coliseum TOD									
				RIP-TE	\$885	Con	10/11	Accept Contract	11/10/14	G	\$885 Allocated 6/23/11 Contract Awd 11/10/11	G
35	2110	Union City	Union City Intermodal Station									
				RIP	\$4,600	Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 9/5/07	G
				RIP	\$720	Con	05/06	Final Invoice/Report		NA	\$720K Allocated 11/9/06	
				RIP-TE	\$5,307	Con	05/06	Final Invoice/Report		NA	\$5,307K Allocated 11/9/06	
				RIP-TE	\$2,000	Con	06/07	Final Invoice/Report		NA	\$2,000K Allocated 11/9/06	
				RIP	\$9,787	Con	06/07	Final Invoice/Report		NA	\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract - Site Imps accepted 11/19/10	
36	2110A	Union City	Union City Intermodal Station, Ped Enhanc PH 2 & 2A									
				RIP-TE	\$3,000	Con	10/11	Project Being Removed from Report			\$3M Allocated 6/23/11 Transferred to FTA Grant	R
				RIP	\$715	Con	11/12				\$715 deleted from project	

End of Green Zone

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/complete the required activity and/or satisfy the requirement.
- PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

STIP At Risk Report**Status Date: May 31, 2013****STIP-RIP Locally-Sponsored Alameda County Projects****2012 STIP -Timely Use of Funds Provisions**

The Timely Use of Funds and At Risk reports monitor 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	Timely Use of Funds Provision
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract (Construction)	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/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

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

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

Other Zone Criteria

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

Notes:

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

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Memorandum

DATE: June 03, 2013

TO: Programs and Project Committee

FROM: Matt Todd, Principal Transportation Engineer
James O'Brien, Project Controls Team

SUBJECT: **Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report**

Recommendation

It is recommended the Commission approve the attached Federal STP/CMAQ Program At Risk Report, dated May 31, 2013.

Summary

The report includes 66 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 projects at low risk.

Discussion

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

The report is intended to identify activities required to comply with the requirements set forth in MTC's Resolution 3606, the Regional STP/CMAQ Project Delivery Policy-Revised (as of July 23, 2008). Per Resolution 3606, for projects programmed with funding in federal fiscal year (FFY) 2012/13, the obligation deadline was April 30, 2013. For projects programmed with funding in FFY 2013/14, the deadline to submit the request for authorization is February 1, 2014 and the obligation deadline is April 30, 2014.

The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The zone associated with each risk factor is indicated in the report tables. Projects with multiple risk factors are listed in the zone of higher risk. Appendix B provides details related to the deadlines associated with each of the Required Activities used to determine the assigned zone of risk. The Resolution 3606 deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

Attachment

Attachment A: Federal At Risk Report

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Federal At Risk Report**Status Date: May 31, 2013****Federally-Funded Locally-Sponsored Alameda County Projects****Red Zone Projects**

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
1	HSIP4-04-002	Alameda	Shoreline Dr - Westline Dr - Broadway Improvements									
	HSIP	\$348	Con	11/12	Submit Req for Auth	10/11/13	R	See Note 2		G		
					Complete Closeout	01/12/16	G					
	HSIP	\$68	PE	11/12	Liquidate Funds	07/12/15	G	\$68 Obligated 1/18/12				
2	H3R1-04-031	Ala County	Patterson Pass Road - PM6.4 Widen or Improve Shoulder									
	HRRR	\$717	Con	12/13	Submit Req for Auth	09/30/13	R	See Note 2		G		
					Liquidate Funds	6/31/15	G					
					Complete Closeout	12/31/15	G					
	HRRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G	\$101 Obligated 12/19/08				
3	HSIP2-04-024	Ala County	Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements									
	HSIP	\$577	Con	11/12	Liquidate Funds	09/30/13	R	See Note 2		G		
					Complete Closeout	03/31/14	G	Obligated 9/19/12				
	HSIP	\$59	PE	Prior				Obligated 8/14/09				
	HSIP	\$63	R/W	Prior				Obligated 2/15/11				
4	HSIP2-04-027	Ala County	Remove Permanent Obstacle along Shoulder (Foothill Road)									
	HSIP	\$427	Con	10/11	Submit Req for Auth	Note 1	R	See Note 2		R		
					Complete Closeout	09/30/14	G					
	HSIP	\$59	PE	Prior				Obligated 2/23/09				
5	ALA090069	Ala County	Alameda County: Rural Roads Pavement Rehab									
	STP	\$1,815	Con	11/12	Award Contract	Note 1	R	\$1,815 Obligated 4/4/12		R		
					Submit First Invoice	Note 1	Y					
					Liquidate Funds	04/04/18	G					
	STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11				
6	ALA110026	Ala County	Alameda Co - Central Unincorporated Pavement Rehab									
	STP	\$1,071	Con	11/12	Award Contract	Note 1	R	\$1,071 Obligated 4/4/12		R		
					Submit First Invoice	Note 1	R					
					Liquidate Funds	04/04/18	G					
	STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11				
7	SRTS1-04-001	Ala County	Fairview Elementary School Vicinity Improvements									
	SRTS	\$508	Con	10/11	Liquidate Funds	09/30/13	R	See Note 2		G		
					Complete Closeout	03/31/14	G	Obligated 9/19/12				
	SRTS	\$77	PE	Prior				Obligated 1/29/09				

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Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
8	ALA110007	Berkeley	City of Berkeley Transit Action Plan - TDM	CMAQ	\$10	Con	11/12	Obligate Funds	Note 1	R	Working with Caltrans and MTC to add to PE	R
				CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11	
9	ALA110022	Berkeley	Berkeley - Sacramento St Rehab - Dwight to Ashby	STP	\$955	Con	10/11	Submit First Invoice	Note 1	R	\$955 Obligated 3/18/11	R
								Liquidate Funds	03/18/17	G	Contract Awd 7/19/11	
10	ALA110024	Dublin	Dublin Citywide Street Resurfacing	STP	\$547	Con	11/12	Award Contract	Note 1	R	\$547 Obligated 3/16/12	R
								Submit First Invoice	Note 1	R		
								Liquidate Funds	03/16/18	G		
11	ALA110034	Dublin	West Dublin BART Golden Gate Drive Streetscape	CMAQ	\$580	Con	11/12	Submit First Invoice	06/01/13	R	\$580 Obligated 6/1/12 Contract Awd 9/18/12	G
				CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11	
12	ALA110012	Fremont	Fremont CBD/Midtown Streetscape	CMAQ	\$1,114	Con	11/12	Award Contract	Note 1	R	\$1,114 Obligated 3/27/12	R
								Submit First Invoice	Note 1	R		
								Liquidate Funds	03/27/18	G		
				CMAQ	\$432	Con	10/11	Project Complete	NA		\$432 Obligated 4/13/11	
				CMAQ	\$54	Con	10/11	Project Complete	NA		\$54 Obligated 6/13/11	
13	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)	HSIP	\$164	Con	11/12	Obligate Funds	Note 1	R	See Note 2	R
								Complete Closeout	03/31/14	G		
				HSIP	\$35	PE	Prior				Obligated 11/28/07	
14	HSIP2-04-018	Fremont	Replace Concrete Poles with Aluminum in Median (Paseo Parkway)	HSIP	\$299		Prior	Liquidate Funds	09/30/13	R	See Note 2	G
								Complete Closeout	03/31/14	G		
15	HSIP3-04-006	Fremont	Paseo Padre Parkway - Walnut Ave and Argonaut Way	HSIP	\$458	Con	12/13	Submit Req for Auth	Note 1	R	See Note 2	R
								Complete Closeout	12/02/14	G		
				HSIP	\$59	PE	Prior				Obligated 11/22/10	

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Index	TIP ID	Sponsor	Project Title	Phase	FY	Required Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)				Req'd By			
16	HSIP4-04-020	Fremont	Fremont Blvd / Eggers Dr							
		HSIP	\$275	Con	13/14	Submit Req for Auth	10/11/13	R	See Note 2	G
						Liquidate Funds	07/12/15	G		
						Complete Closeout	01/12/16	G		
			\$41	PE	Prior				Obligated 11/8/11	
17	HSIP4-04-022	Fremont	Fremont Blvd / Alder Ave							
		HSIP	\$348	Con	13/14	Submit Req for Auth	10/11/13	R	See Note 2	G
						Liquidate Funds	07/12/15	G		
						Complete Closeout	01/12/16	G		
			\$43	PE	Prior				Obligated 11/8/11	
18	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab							
		STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11	R
						Submit First Invoice	Note 1	R		
						Liquidate Funds	02/23/17	G		
19	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape							
		CMAQ	\$1,540	Con	11/12	Award Contract	Note 1	R	\$1,264 Obligated 4/4/12	R
						Submit First Invoice	Note 1	R	Amounts per Phase Adjusted	
						Liquidate Funds	04/04/18	G		
		CMAQ	\$260	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11	
20	HSIP2-04-009	Hayward	Carlos Bee Blvd between West Loop Rd and Mission Blvd							
		HSIP	\$725		Prior	Liquidate Funds	09/30/13	R	See Note 2	G
						Complete Closeout	03/31/14	G	Obligated 6/18/10	
21	HSIP5-04-007	Hayward	West "A" Street between Hathaway and Garden							
		HSIP	\$22	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project	R
						Obligate Funds	Note 1	R	See Note 3	
		HSIP	\$139	CON	13/14	Submit Req for Auth	02/01/14	G		
						Obligate Funds	04/30/14	G		
22	ALA110037	Livermore	Livermore Village Streetscape Infrastructure							
		STP	\$2,500	Con	11/12	Award Contract	Note 1	R	\$2,500 obligated 5/16/12	R
						Submit First Invoice	Note 1	R	Pending Re-Obligation Request	
						Liquidate Funds	05/16/18	G	Fed Aid No. (022)	
23	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities							
		STP	\$3,492	Con	11/12	Submit First Invoice	Note 1	R	\$3,492 Obligated 2/16/12	R
						Liquidate Funds	02/16/18	G	Awd 12/4/12	
		STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11	

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24	ALA110029	Oakland	Oakland Foothill Blvd Streetscape	CMAQ	\$2,200	Con	11/12	Award Contract	Note 1	R	\$2,200 Obligated 4/4/12	R
								Submit First Invoice	Note 1	R		
								Liquidate Funds	04/04/18	G		
25	HSIP4-04-011	Oakland	Bancroft Ave - 94th Ave Improvements	HSIP	\$398	Con	13/14	Submit Req for Auth	10/11/13	R	See Note 2	G
								Liquidate Funds	07/12/15	G		
								Complete Closeout	01/12/16	G		
					\$87	PE	Prior				Obligated 1/23/12	
26	HSIP4-04-012	Oakland	Hegenberger Rd Intersections	HSIP	\$738	Con	13/14	Submit Req for Auth	10/11/13	R	See Note 2	G
								Liquidate Funds	07/12/15	G		
								Complete Closeout	01/12/16	G		
					\$162	PE	Prior				Obligated 1/25/12	
27	HSIP5-04-011	Oakland	W. MacArthur Blvd. between Market & Telegraph	HSIP	\$125	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project	R
								Obligate Funds	Note 1	R	See Note 3	
				HSIP	\$574	CON	13/14	Submit Req for Auth	02/01/14	G		
								Obligate Funds	04/30/14	G		
28	HSIP5-04-012	Oakland	98th Avenue Corridor	HSIP	\$99	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project	R
								Obligate Funds	Note 1	R	See Note 3	
				HSIP	\$558	CON	13/14	Submit Req for Auth	02/01/14	G		
								Obligate Funds	04/30/14	G		
29	HSIP5-04-013	Oakland	Market Street between 45th & Arlington	HSIP	\$103	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project	R
								Obligate Funds	Note 1	R	See Note 3	
				HSIP	\$541	CON	13/14	Submit Req for Auth	02/01/14	G		
								Obligate Funds	04/30/14	G		
30	SRTS1-04-014	Oakland	Intersection Improvements at Multiple School (5 Elem. + 1 Middle)	SRTS	\$700		Prior	Liquidate Funds	09/30/13	R	See Note 2	G
								Complete Closeout	03/31/14	G	PE Obligated 3/2/08 Con Obligated 8/18/11	

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Index	TIP ID	Sponsor	Project Title	Phase	FY	Required Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
31	SRTS2-04-007	Oakland	Multiple School (5 Schools) Improvements Along Major Routes							
	SRTS	\$802	Con	11/12	Liquidate Funds	09/30/13	R	See Note 2		G
					Complete Closeout	03/31/14	G	\$753 Obligated 2/3/12		
	SRTS	\$118	PE	Prior					\$118 Obligated 1/26/10	
32	ALA110010	Port	Shore Power Initiative							
	CMAQ	\$3,000	Con	11/12	Award Contract	Note 1	R	\$3,000 Obligated 2/16/12		R
					Submit First Invoice	Note 1	R			
					Liquidate Funds	02/16/18	G			
33	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface							
	CMAQ	\$4,298	Con	11/12	Award Contract	Note 1	R	\$4,298 Obligated 2/28/12		R
					Submit First Invoice	Note 1	R	Advertised		
	CMAQ	\$312	PE	10/11	Liquidate Funds	12/21/16	G	\$312 Obligated 12/21/10		
34	HSIP5-04-019	San Leandro	Bancroft Ave/ Sybil Ave							
	HSIP	\$69	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project		R
					Obligate Funds	Note 1	R	See Note 3		
	HSIP	\$380	CON	13/14	Submit Req for Auth	02/01/14	G			
					Obligate Funds	04/30/14	G			
35	ALA110028	Union City	Union City Blvd Corridor Bicycle Imp. Phase 1							
	CMAQ	\$860	Con	11/12	Submit First Invoice	Note 1	R	\$860 Obligated 3/22/12		R
					Liquidate Funds	03/22/18	G	Contract Awd 6/12/12		
36	HSIP5-04-030	Union City	Alvarado Road between Decoto & Mann							
	HSIP	\$62	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project		R
					Obligate Funds	Note 1	R	See Note 3		
	HSIP	\$288	CON	13/14	Submit Req for Auth	02/01/14	G			
					Obligate Funds	04/30/14	G			

End of Red Zone
Yellow Zone Projects

Index	PP No.	Sponsor	Project Title	Phase	FY	Required Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
37	HSIP4-04-010	Alameda	Park Street Operations Improvements							
	HSIP	\$607	Con	11/12	Submit Req for Auth	01/12/14	Y	See Note 2		G
					Complete Closeout	04/12/16	G			
	HSIP	\$126	PE		Liquidate Funds	10/12/15	G	\$126 Obligated 1/18/12		

Federal At Risk Report
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Federally-Funded Locally-Sponsored Alameda County Projects
Yellow Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title	Phase	FY	Required Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
38	HSIP4-04-005	Oakland	San Pablo Ave - West St - W. Grand Ave Intersections							
	HSIP	\$345		Con	13/14	Submit Req for Auth	12/13/13	Y	See Note 2	G
						Liquidate Funds	09/13/15	G		
						Complete Closeout	03/13/16	G		
		\$71		PE	Prior				Obligated 1/23/12	
39	ALA110031	Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities							
	CMAQ	\$709		Con	12/13	Advertise Contract	11/01/13	Y	\$709 Obligated 5/1/13	Y
						Award Contract	02/01/14	G		
						Liquidate Funds	05/01/19	G		
40	HSIP4-04-015	San Leandro	Washington Ave / Monterey Blvd							
	HSIP	\$307		Con	13/14	Submit Req for Auth	01/12/14	Y	See Note 2	G
						Liquidate Funds	10/12/15	G		
						Complete Closeout	04/12/16	G		
		\$66		PE	Prior				Obligated 12/15/11	

End of Yellow Zone
Green Zone Projects

Index	TIP ID	Sponsor	Project Title	Phase	FY	Required Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
41	ALA110025	Alameda	Alameda - Otis Drive Rehabilitation							
	STP	\$837		Con	10/11	Accept Contract	05/17/14	G	\$837 Obligated 3/8/11	G
						Liquidate Funds	03/08/17	G	Awarded 5/17/11	
42	ALA030002	Ala County	Vasco Road Safety Improvements Phase 1A							
	STP	\$235		ROW	14/15	Submit Req for Auth	02/01/15	G	TIP Amend Pending	G
						Obligate Funds	04/30/15	G		
	STP	\$1,785		Con	09/10	Liquidate Funds	08/31/16	G	\$1,785 Obligated 8/31/10	
									Contract awarded 6/7/11	
	STP	\$478		PE	12/13	Liquidate Funds	04/17/19	G	\$478 Obligated 4/17/13	
43	SRTS1-04-002	Ala County	Marshall Elementary School Vicinity Improvements							
	SRTS	\$450		Con	12/13	Liquidate Funds	11/01/14	G	See Note 2	G
						Complete Closeout	04/01/15	G	Obligated 9/19/12	
	SRTS	\$50		PE	Prior			G	Obligated 12/7/10	

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Federal At Risk Report
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Federally-Funded Locally-Sponsored Alameda County Projects
Green Zone Projects (cont.)

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
44	ALA110033		Alameda CTC			Alameda County Safe Routes to School				
		CMAQ	\$2,289	Con	10/11	Liquidate Funds	03/29/17	G	\$2,689 Obligated 3/29/11	G
		STP	\$400	Con	10/11	Liquidate Funds	03/29/17	G	Obligated w/ALA110009	
45	ALA110009		Alameda CTC			Bikemobile - Bike Repair and Encouragement Vehicle				
		CMAQ	\$500	Con	10/11	Liquidate Funds	03/29/17	G	\$500 Obligated 3/29/11 Obligated w/ALA110033	G
46	ALA110030		Albany			Albany - Buchanan Bicycle and Pedestrian Path				
		CMAQ	\$1,702	Con	11/12	Liquidate Funds	06/01/18	G	\$1,702 Obligated 6/1/12 Contract Awd 10/15/12 1st Invoice dated 5/14/13 Fed-Aid No. 5178(012)	Y
47	ALA110039		Albany			Albany - Pierce Street Pavement Rehabilitation				
		STP	\$117	Con	10/11	Liquidate Funds	05/02/17	G	Contract Awd 7/12/11 \$117 Obligated 5/2/11	G
48	ALA090068		BART			MacArthur BART Plaza Remodel				
		CMAQ	\$626	Con	10/11				\$626 Obligated 3/16/11 Transferred to FTA Grant	G
49	ALA110032		BART			Downtown Berkeley BART Plaza/Transit Area Imps.				
		CMAQ	\$706	PE	10/11				\$706 Obligated 3/16/11	G
		CMAQ	\$1,099	Con	10/11				\$1,099 Obligated 3/16/11 Transferred to FTA Grant	
50	ALA110038		BART			BART - West Dublin BART Station Ped Access Imps				
		CMAQ	\$21	PE	10/11				\$21 Obligated 2/2/11	G
		CMAQ	\$839	Con	10/11				\$839 Obligated 2/2/11 Transferred to FTA Grant	
51	SRTS3-04-007		Emeryville			San Pablo Avenue 43rd to 47th Pedestrian Safety				
		SRTS		Con	13/14	Submit Req for Auth	03/07/14	G	See Note 2	G
						Complete Closeout	06/07/16	G		
		SRTS	\$52	PE	11/12			G	\$52 Obligated 5/4/12	
52	ALA110018		Fremont			Fremont Various Streets Pavement Rehabilitation				
		STP	\$2,707	Con	10/11	Project Being Removed from Report			\$2,707 Obligated 2/22/11 Final Inv/Report 3/30/12	G
53	HSIP3-04-005		Fremont			Paseo Padre Parkway - Walnut to Washington - Replace Poles				
		HSIP	\$120	Con	12/13	Complete Closeout	12/02/14	G	\$120 Obligated 2/16/12	
		HSIP	\$23	PE	Prior				Obligated 11/18/10	

Federal At Risk Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
54	ALA110013	CMAQ	Livermore \$1,566	Iron Horse Trail Extension in Downtown Livermore Con	11/12	Liquidate Funds	04/04/18	G	\$1,241 Obligated 4/4/12 Contract Awd 7/23/12 First Invoice Dated 2/8/13 TLC Project Fed Aid (025)	Y
55	ALA110015	CMAQ	Livermore \$176	Livermore Downtown Lighting Retrofit Con	10/11	Liquidate Funds	04/04/17	G	\$176 Obligated 4/4/11 Billing 1 dated 2/22/12 Fed Aid (024)	G
56	ALA110023	STP	Livermore \$1,028	Livermore - 2011 Various Arterials Rehab Con	10/11	Liquidate Funds	03/21/17	G	\$1,028 Obligated 3/21/11 Billing 1 dated 2/22/12 Fed Aid (023)	G
57	ALA110016	STP	Newark \$682	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab Con	11/12	Liquidate Funds	02/17/18	G	\$682 Obligated 2/17/12 1st Invoice 11/28/12	G
58	ALA110014	CMAQ	Oakland \$1,700	Oakland - MacArthur Blvd Streetscape Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11 Contract Dated 8/19/11	G
59	HSIP2-04-004	HSIP	Oakland \$223	West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements Con	11/12	Liquidate Funds Complete Closeout	03/30/14 09/30/14	G G	See Note 2 Obligated 6/30/11	G
60	HSIP2-04-005	HSIP	Oakland \$81	Various Intersections Pedestrian Improvements Con	11/12	Liquidate Funds Complete Closeout	03/30/14 09/30/14	G G	See Note 2 Obligated 7/8/11	G
61	ALA110021	STP	Pleasanton \$876	Pleasanton Various Streets Pavement Rehab Con	10/11	Liquidate Funds	04/14/17	G	\$876 Obligated 4/14/11 Final Inv/Rep 10/30/12 Final Rep returned Prog Billing Dated 4/30/13	G
62	ALA110020	STP	San Leandro \$807	San Leandro - Marina Blvd Rehabilitation Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11 Contract Awd 5/5/11	G
63	HSIP1-04-001	HSIP	San Leandro \$409	Washington Ave - Estabrook St Intersection Prior		Project Being Removed from Report			Revised FROE 10/25/10	G

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Federal At Risk Report**Status Date: May 31, 2013****Federally-Funded Locally-Sponsored Alameda County Projects****Green Zone Projects (cont.)**

Index	TIP ID	Sponsor		Project Title		Required Activity	Date		Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By				
64	SRTS3-04-017	San Leandro	\$410	Con	11/12	Liquidate Funds	03/06/16	G	See Note 2	\$410 Obligated 3/22/12	G
						Complete Closeout	09/06/16	G			
65	ALA110017	Union City	\$861	Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11	Contract Awd 6/14/11	G
66	ALA110036	Union City	\$4,450	Con	10/11	Liquidate Funds	02/02/17	G	\$4,450 Obligated 2/2/11	Contract Awd 6/28/11 FTA CA-95-X157	G

End of Green Zone**Notes:**

- 1 MTC Reso 3606 deadline or the Safety Program Monitoring date is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity.
- 2 HSIP, SRTS and HRRR projects may have different timely use of funds provisions than the MTC Reso 3606 requirements. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm. For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports, and the Liquidate Funds dates are set to six months prior to the date shown for Complete Closeout shown by Caltrans.
- 3 HSIP Cycle 5 projects are not yet included in an adopted TIP. Sponsors cannot request obligation until included in TIP. Projects with Cycle 5 programming requested in FY12/13 are shown in report with the same "Required Activity" and "Dates Required By" as other projects with FY 12/13 funding while they wait for the TIP approval.

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Federal At Risk Report**Status Date: May 31, 2013****Federally-Funded Locally-Sponsored Alameda County Projects****Appendix A****Federal At Risk Report Zone Criteria****Required Activities per Resolution 3606 (Revised July 23, 2008)**

Required Activities Monitored by CMA¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

Other Zone Criteria

Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
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Yellow Zone	Projects with an Amendment to the TIP pending.
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Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.

Federal At Risk Report**Status Date: May 31, 2013****Federally-Funded Locally-Sponsored Alameda County Projects****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.

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Federal At Risk Report**Status Date: May 31, 2013****Federally-Funded Locally-Sponsored Alameda County Projects****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 thereafter. 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.

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Federal At Risk Report**Status Date: May 31, 2013****Federally-Funded Locally-Sponsored Alameda County Projects****Appendix B****Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)**

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

Notes:

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

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Memorandum

DATE: June 03, 2013

TO: Programs and Project Committee

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

SUBJECT: Approval of Fiscal Year 2013/2014 Measure B Paratransit Program Plans

Recommendation

It is recommended that the Commission approve the Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) program plans for the fourteen (14) agencies that are projected to receive \$10.3 million of Measure B pass-through funds in fiscal year 2013-2014.

Summary

Each year, all agency based paratransit programs that receive Measure B pass-through funds are required to submit a paratransit program plan and budget for the forthcoming fiscal year. The program plan outlines each agency's plan to provide ADA mandated and/or non-mandated services, the proposed budget to provide these services, and projected reserve fund balances at the conclusion of the fiscal year. The Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) annually reviews and provides a recommendation on Measure B recipients' paratransit program plans regarding services provided and funding. PAPCO advocates for the best overall service for seniors and people with disabilities in Alameda County through coordination, a focus on cost effectiveness, public/consumer involvement, and their own experiences (as users of paratransit services). PAPCO reviews Measure B recipients' program plans and makes recommendations to the Commission for funding approval. Attachment A includes a detailed summary of PAPCO's recommendations for the individual paratransit programs.

Background

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

The 2000 Measure B TEP allocates 10.45% of net revenues for special transportation for seniors and people with disabilities (Paratransit). Of that amount, 1.43% is designated as discretionary grant funds to fill gaps in paratransit services.

The Alameda CTC projects that approximately \$10.3 million will be distributed to the fourteen (14) agencies in Alameda County that provide ADA mandated and/or non-mandates paratransit services in fiscal year 2013-2014 (FY 13/14). These funds are distributed to recipients based on a formula developed by PAPCO and approved by the Commission.

PAPCO members reviewed all Measure B paratransit program plans for FY 13/14 in five subcommittee meetings which were held over a two day period. Thirteen (13) PAPCO members participated in the subcommittee meetings. At the subcommittee meetings, the agencies' paratransit program managers presented an overview of their program, budget highlights, planning process overview, and challenges faced by the program. When combining all the agencies' paratransit program plans, it is estimated that approximately 963,000 Measure B funded rides will be provided to paratransit users in Alameda County in FY 13/14. The PAPCO subcommittees made comments/suggestions to the individual program managers and recommendations for approval. The subcommittee's recommendations were presented to the entire PAPCO at the April 22, 2013 meeting. Subsequently, PAPCO approved the subcommittees' recommendations of all mandated and non-mandated program plans and base funding. PAPCO recommends approval by the Alameda CTC Commission of the paratransit program plans for FY 13-14.

Fiscal Impacts

The agencies' paratransit program plans are funded by Measure B pass-through funds, and/or local funds, and are within the estimated Measure B pass-through projections for FY 13/14.

Attachment

Attachment A: Measure B Paratransit (PAPCO) Program Plan Review Fiscal Year 2013/14

Measure B Paratransit PAPCO Program Plan Review

Fiscal Year 2013/14

The table below summarizes PAPCO's recommendation to the Commission for approval of the fourteen (14) agencies' Measure B paratransit program plan expenditures for fiscal year 2013/14 (FY 13/14).

Paratransit Programs Approved April 2013	Measure B Funding Allocation FY 13/14	Other Measure B Funding for FY 13/14¹	Other Funding for FY 13/14²	Total Budget FY 13/14	Projected Trips (Door-to-Door, Shuttle, and Taxi)
City of Alameda	\$160,095	\$9,905	\$9,000	\$179,000	10,500
City of Albany	\$31,032	\$4,500	\$5,800	\$41,332	4,600
City of Berkeley	\$252,178	\$1,928	\$120,000	\$374,106	11,200
City of Emeryville	\$23,147	\$0	\$280,317	\$303,464	7,650
City of Fremont	\$779,649	\$42,363	\$38,000	\$860,012	20,700
City of Hayward	\$729,950	\$35,000	\$14,000	\$778,950	23,000
City of Newark	\$157,057	\$12,964	\$13,000	\$183,021	4,800
City of Oakland	\$947,481	\$27,421	\$126,000	\$1,100,902	30,000
City of Pleasanton	\$91,914	\$42,772	\$469,802	\$604,488	14,000
City of San Leandro	\$279,603	\$107,848	\$6,220	\$393,671	15,200
City of Union City	\$271,980	\$0	\$584,980	\$856,960	21,000
LAVTA	\$147,543	\$0	\$1,344,305	\$1,491,848	46,350
East Bay Paratransit	\$6,419,720 ³	\$0	\$30,618,126	\$37,037,846	754,313
TOTALS	\$10,291,349	\$284,701	\$33,629,550	\$44,205,600	963,313

¹ Programs may also receive funding from Measure B gap grant funding, Measure B reserves, or other Measure B revenue sources

² Programs may also receive funding from fares, local General Fund, and other sources

³ AC Transit allocated \$4,720,718 and BART allocated \$1,699,002 for East Bay Paratransit. AC Transit and BART administer this program jointly

Measure B Paratransit PAPCO Program Plan Review

Fiscal Year 2013/14

PAPCO Review Process

PAPCO members reviewed all Measure B paratransit program plans for FY 13/14 in five subcommittee meetings which were held over a two day period. Thirteen (13) PAPCO members participated in subcommittee meetings. At the subcommittee meetings, the agencies' paratransit program managers presented an overview of their program, budget highlights, planning process overview and challenges faced by the program. The PAPCO subcommittees made comments/suggestions to the individual program managers and made recommendations for approval which were forwarded to the entire PAPCO on April 22, 2013. At the April 22nd meeting, PAPCO approved the subcommittees' recommendations of all mandated and non-mandated program plans and base funding. PAPCO recommends approval by the Alameda CTC Commission of the paratransit program plans for FY 13-14.

Overall Trends Noted by Subcommittee Members and Alameda CTC Staff:

- More programs have operating reserves.
- Noticed more transparency in financial information.
- Ridership is slightly down.
- Programs are trying to improve each year.
- New (to PAPCO) city and/or agency staff demonstrated a depth of knowledge of the programs and were helpful in presentations.
- Higher level of group trip offerings.
- More participation from consumers in group trip planning.

City of Alameda – Measure B Paratransit Program Plan for FY 13/14 is \$160,095

Overview of Services provided for FY 13/14

- Shuttle
- Taxi program
- Group Trips
- Scholarship

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee looks forward to seeing how the City's proposal to open the shuttle to the general public will perform in the next fiscal year.
- The Subcommittee encouraged the City to research additional benches and installing signs at shuttle stops.

City of Albany – Measure B Paratransit Program Plan for FY 13/14 is \$31,032

Overview of Services provided for FY 13/14

- Shuttle
- Group Trips
- Meal delivery

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.

City of Berkeley – Measure B Paratransit Program Plan for FY 13/14 is \$252,178

Overview of Services provided for FY 13/14

- Taxi program
- Wheelchair van program
- Scholarship

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee was interested in seeing the results of the city's research into utilizing an electronic fare system for taxi payment.

City of Emeryville – Measure B Paratransit Program Plan for FY 13/14 is \$23,147

Overview of Services provided for FY 13/14

- Taxi program
- Group Trips
- Travel Training
- Scholarship
- Meal delivery

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee encouraged the City's group trip policy that allowed non-residents to participate in their program.
- The Subcommittee was encouraged to hear that senior volunteers lead group trips and that the City provided training of the volunteers.

City of Fremont – Measure B Paratransit Program Plan for FY 13/14 is \$779,649

Overview of Services provided for FY 13/14

- Pre-scheduled door-to-door program
- Group Trips
- Meal delivery

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee appreciated the City of Fremont's efforts to provide service to customers beyond Fremont city limits.
- The Subcommittee commended the City's efforts to incorporate user's comments into the planning of the paratransit program.

City of Hayward – Measure B Paratransit Program Plan for FY 13/14 is \$729,950

Overview of Services provided for FY 13/14

- Pre-scheduled door-to-door program
- Taxi program
- Group Trips
- Travel Training
- Meal delivery

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee encouraged further development of the new taxi policy on distribution to patrons and payment of vouchers by patrons.
- The Subcommittee commended the City's efforts to incorporate user's comments into the planning of the taxi program and the City's outreach efforts to promote the taxi program.

City of Newark – Measure B Paratransit Program Plan for FY 13/14 is \$157,057

Overview of Services provided for FY 13/14

- Pre-scheduled door-to-door program
- Meal delivery

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee regretted the need to end Sunday service, but understood the financial justification due to low rider utilization on Sundays.

City of Oakland – Measure B Paratransit Program Plan for FY 13/14 is \$947,481

Overview of Services provided for FY 13/14

- Taxi program
- Wheelchair van program

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee encouraged the City to explore more accessible cabs if funding becomes available.
- The Subcommittee commended the unique service the Grocery Return Improvement Program (GRIP) provides Oakland patrons.

City of Pleasanton – Measure B Paratransit Program Plan for FY 13/14 is \$91,914

Overview of Services provided for FY 13/14

- Pre-scheduled door-to-door program
- Group Trips

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee was encouraged to hear shuttle transfer between LAVTA fixed routes and the Pleasanton Downtown Route Shuttle will be free and no longer require a transfer fare.

City of San Leandro – Measure B Paratransit Program Plan for FY 13/14 is \$279,603

Overview of Services provided for FY 13/14

- Pre-scheduled door-to-door program for medical trips
- Shuttle
- Taxi program

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee commended the City's efforts to incorporate user's comments into the planning of the taxi program and the City's outreach efforts to promote the taxi program.

City of Union City – Measure B Paratransit Program Plan for FY 13/14 is \$271,980

Overview of Services provided for FY 13/14

- Pre-scheduled ADA door-to-door program
- Premium door-to-door program
- Group Trips

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.

Livermore Amador Valley Transit Authority (LAVTA) – Measure B Paratransit Program Plan for FY 13/14 is \$147,543

Overview of Services provided for FY 13/14

- Pre-scheduled ADA door-to-door program
- Travel Training

Subcommittee's Comments:

- The Subcommittee commended the work that LAVTA had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee members who utilize the service commended the improved customer service that LAVTA's contractor has provided. LAVTA attributes the improved service to a Project Manager being located in East County.
- The Subcommittee encouraged LAVTA to work with consumers to be prepared to depart at the pre-set time to avoid the perception of drivers leaving too soon for their next scheduled pickup.

East Bay Paratransit – Measure B Paratransit Program Plan for FY 13/14 is \$6,419,720 (AC Transit allocated \$4,720,718 and BART allocated \$1,699,002)

Overview of Services provided for FY 13/14

- Pre-scheduled ADA door-to-door program

Subcommittee's Comments:

- The Subcommittee commended the work that East Bay Paratransit (EBP) had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee members who used EBP noted pick up time has improved and regretted seeing sedan services being phased-out.
- The Subcommittee encouraged EBP to research a new stand-by policy.
- The Subcommittee members who used EBP found drivers to be cordial and well trained.



Memorandum

DATE: June 03, 2013

TO: Programs and Project Committee

FROM: Stewart Ng, Deputy Director of Programming and Projects
Raj Murthy, Project Controls Team

SUBJECT: **I-880 North Safety and Operational Improvements at 23rd and 29th Avenues (ACTC PN 717.0) – Authorization to Advertise and Award a Construction Contract for EBMUD Facilities Relocation**

Recommendation

It is recommended that the Commission authorize the Executive Director to advertise and award a construction contract to the lowest, responsive, and responsible bidder for the relocation of the EBMUD facilities to facilitate the construction of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project.

Summary

The Alameda CTC is the sponsor of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project. The Alameda CTC is responsible for the relocation of utilities in advance of construction of the project, including the EBMUD facilities. Therefore, Alameda CTC will advertise, award and administer (AAA) the construction contract for the relocation of the EBMUD facilities to facilitate construction of the project. The detailed design plans, specifications, and estimates (PS&E) documents for the relocation of the EBMUD facilities have been completed. The relocation of the EBMUD facilities will be funded with a Measure B funding.

The project is expected to be advertised in July 2013 with bids to open and the contract awarded to the lowest responsible bidder in August 2013, and construction to start in September 2013.

Discussion

The Alameda CTC is the sponsor of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project. The Project proposes to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacing three freeway overcrossing structures, improvements to the northbound on and off ramps as well as the freeway mainline. The Project is funded in part with \$73 million from the Trade Corridor Improvements Fund (TCIF) of the

Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which was approved by the voters as Proposition 1B in November 2006.

The relocation of the EBMUD facilities is required to facilitate the construction of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project and is estimated to cost \$1,300,000 and will be funded with a Measure B funding.

The Alameda CTC is also responsible for the AAA construction component of the relocation of the EBMUD facilities. The Project is expected to be advertised in July 2013 with bids to open and the contract awarded to the lowest responsible bidder in August 2013 and construction to start in September 2013.

The Commission will be informed of the bid opening outcome, bids received and the successful bidder at their September 2013 meeting.

Fiscal Impact

Measure B funding will be used to cover the cost of relocation of the EBMUD facilities, which is estimated at \$1,300,000.



Memorandum

DATE: June 03, 2013

TO: Programs and Projects Committee

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

SUBJECT: **East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements (ACTIA 19) - Allocation of 2000 Measure B Capital Funding and Amendment No. 3 to the Project Specific Funding Agreement with the City of San Leandro**

Recommendation

It is recommended that the Commission approve the following actions related to the East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements (ACTIA 19):

1. Allocation of \$2,188,000 of the 2000 Measure B capital funding from the Programmed Balance commitment to the East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements;
2. Authorize the execution of Amendment No. 3 to the Project Specific Funding Agreement (PSFA) with the City of San Leandro for the Right of Way Capital and Support Phases (Agreement No. A07-0064) to encumber \$ 1,930,000 of the allocated funds, to encumber the \$374,460 remaining balance from the previously allocated amount, to include the construction phase and to extend the termination date of the PSFA to December 31, 2017 to allow for project completion and close out;
3. Authorize the execution of Amendment No. 2 to the Project Specific Funding Agreement (PSFA) with the City of San Leandro for the Plans, Specifications and Estimates (PS&E) Phase (Agreement No. A09-0012) to encumber \$258,000 of the allocated funds and to extend the termination date of the PSFA to December 31, 2015 to allow for completion and close out of the phase.

Summary

The East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements Project (ACTIA 19) is one the 27 capital projects included in the 2000 Measure B Expenditure Plan. The intersection improvements will include adding turn lanes, bus stop pockets and reconfiguration of the existing lanes. Construction is expected to begin in early 2015. At the request of the City of San Leandro, the funding balance from the Westgate Parkway Project (ACTIA 18B) was transferred to the East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements Project. The funding transfer totaled \$2.188 million and is included in the FY 2012/13 Strategic Plan Update, June 2012.

Discussion

The total Measure B commitment to the project and the allocated amount is summarized in the table below.

Table 1: Summary of 2000 Measure B Commitment and Allocations		
Description	Allocation Amount	Remaining 2000 MB Programmed Balance
Total Measure B Commitment (FY12/13 Dollars)	NA	\$3,218,000
Previously Allocated Amount	\$1,030,000	\$2,188,000
Recommended Allocation (this Agenda Item)	\$2,188,000	\$ 0
Remaining Measure B Programmed Balance		\$ 0

The allocated 2000 Measure B capital funds are made available for expenditure through Project Specific Funding Agreements with the project sponsor.

The City of San Leandro requests that \$1,930,000 from the Allocated Balance and \$374,460 from the remaining balance from the previously allocated amount be encumbered to the PSFA A07-0064 - Right of Way Capital and Support Phase. In addition, the City requests that the PSFA be amended to include the Construction Capital Phase and be extended to December 31, 2017 to allow for the project completion and close-out.

Table 2 below summarizes the encumbrances for PSFA A07-0064 and amendments approved to date.

Table 2: Summary of Project Specific Funding Agreement No. A07-0064		
Description	Amendment Amount	Total Amount Encumbered
Original PSFA - Dated 10/27/07	NA	\$279,700
Amendment No. 1 - Dated 12/16/09	N/A ¹	\$279,700
Amendment No. 2 - Dated 1/26/12	N/A ²	\$279,700
Recommended Amendment No. 3 (this Agenda Item)	\$2,304,460	\$2,584,160
Total Amount Encumbered		\$2, 584,160
Notes:		
1. Amendment No. 1 revised the amounts per fiscal year without adding new capacity.		
2. Amendment No. 2 extended the termination date without adding new capacity.		

The City of San Leandro requests that \$258,000 from the Allocated Balance be encumbered to the PSFA A09-0012 – Plans, Specifications & Estimate and the PSFA be extended to December 31, 2015 to allow for the project completion and close-out.

Table 3 below summarizes the encumbrances for PSFA A09-0012 and amendments approved to date.

Table 3: Summary of Project Specific Funding Agreement No. A09-0012		
Description	Amendment Amount	Total Amount Encumbered
Original PSFA - Dated 01/22/09	NA	\$306,000
Amendment No. 1 - Dated 01/18/12	N/A ¹	\$306,000
Recommended Amendment No. 2 (this Agenda Item)	\$258,000	\$564,000
Total Amount Encumbered		\$564,000
Notes:		
1. Amendment No. 1 extended the termination date without adding new capacity.		

Fiscal Impact

Approval of the recommended action will result in \$2,188,000 of 2000 Measure B capital funding being made available for encumbrance and subsequent expenditure. The recommended action is consistent with the 2000 Measure B Allocation Plan approved in the FY 2012/13 Strategic Plan Update.

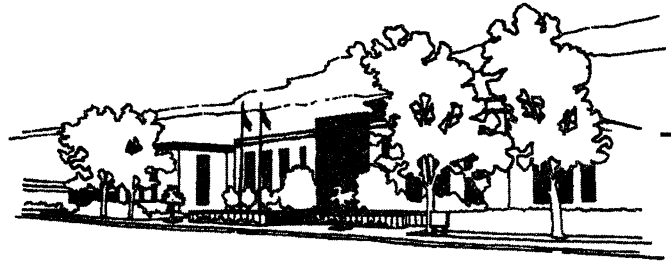
Attachment(s)

Attachment A: City of San Leandro letter dated May 31, 2013.

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City of San Leandro

Civic Center, 835 E. 14th Street
San Leandro, California 94577
www.sanleandro.org



May 31, 2013

Hank Haugse
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

RE: Allocation of Funding and Time Extension Request for the Project Specific Funding Agreements for the East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements project, City of San Leandro

Dear Mr. Haugse:

We request the allocation of \$2,188,000 from the remaining 2000MB Programmed Balance, and \$374,460 from the unencumbered programmed fund balance, into the existing Project Specific Funding Agreements (PSFA) for the East 14th St/Hesperian Blvd/150th Ave Intersection Improvements project (ACTIA 19) as shown in the following table.

Project Specific Funding Agreements (PSFA)	Encumbrance			
	Previous Allocation	New Allocation	Unencumbered Balance	Combined Allocation
Plans, Specifications and Estimates (PS&E)	\$306,000.00	\$ 258,000.00	\$0	\$ 564,000.00
Right of Way Capital and Support (ROW)	\$279,700.00	\$1,930,000.00	\$374,460	\$2,584,160.00
		\$2,188,000.00		

We further request that the termination dates be extended to December 31, 2015 for the PS&E PSFA, and to December 31, 2017 for the ROW PSFA to allow for project completion and close out. Additionally, we request that the ROW PSFA be amended to include the construction phase.

Should you have any questions, please contact our Project Manager, Nelson Lam at (510)577-3375.

Sincerely,

Uche Udemezue
Director of Engineering and Transportation
uudemezue@sanleandro.org

UU/NL/lis:

Stephen H. Cassidy, Mayor

City Council:

Pauline Russo Cutter

Jim Prola

Michael J. Gregory

Ursula Reed

Benny Lee

Diana M. Souza



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Memorandum

DATE: June 03, 2013

TO: Programs and Projects Committee

FROM: Stewart Ng, Deputy Director of Programming and Projects
Connie Premier, Project Controls Team

SUBJECT: **East Bay Greenway Project – Segment 7A (ACTC No. 635.1) – Authorization to Award and Execute a Contract for Construction of the Project**

Recommendation

It is recommended that the Commission approve the following actions related to the East Bay Greenway Project Segment 7A (ACTC 635.1):

1. Authorize the Executive Director, or his designee, to award and execute a contract with the lowest, responsive, and responsible bidder, GradeTech Inc., in the amount of \$1,561,354, for construction of the Project, contingent on the identification of the available funds to award the contract.
2. Authorize the Executive Director, or his designee, to execute any necessary agreements for the commitment of any additional funds.

Summary

Alameda CTC is the sponsor for the construction of the East Bay Greenway Project between Coliseum BART Station and 85th Avenue in Oakland (Segment 7A). As the project sponsor, Alameda CTC is also responsible for advertise, award and administration (AAA) of the construction contract for the project.

The project was initially advertised for bids on March 8, 2013 and bids were received and opened on April 16, 2013. Alameda CTC received one bid from Ray's Electric in the amount of \$1,928,010.00. Alameda CTC staff reviewed the bid documents and determined that the bid was non-responsive. After the bid opening, the Engineer's Estimate, in the amount of \$1,061,598.10, was reviewed with the project designer and construction management consultants. It was determined that the engineer's estimate reflected the current trend for bid prices of similar items and did not need to be adjusted.

The project was re-advertised on April 22, 2013 and bids were received and opened on May 13, 2013. Three bids were received as follows:

1. GradeTech Inc. - \$1,561,354.00
2. Redgwick Construction Company – \$1,688,206.30
3. McGuire/Hester - \$1,939,364.00

The apparent low bidder, GradeTech, Inc., submitted a bid \$499,756 over the Engineer's Estimate.

Since the low bid exceeds the current available funding, two options are available:

Option 1: Identify funds needed to award the contract. An additional \$600,000 is needed to cover the increased bid price, construction contingency and oversight inspection fees being required by the City of Oakland and BART.

Option 2: Do not pursue the construction of the Project.

Staff has been working with the project partners, East Bay Regional Park District (EBRPD) and City of Oakland to identify additional funding.

Discussion

Alameda CTC is the sponsor of the East Bay Greenway Project. The East Bay Greenway is a planned 12-mile bicycle and pedestrian facility that will travel through Oakland, San Leandro, Hayward and unincorporated Alameda County. The alignment generally runs under the BART tracks and the Greenway will ultimately connect five BART stations. A federal stimulus TIGER II grant has been obtained to build a one half-mile segment of the project (Segment 7A, between Coliseum BART Station and 85th Avenue in Oakland). FHWA has authorized the project and Caltrans issued an E-76 Authorization to Proceed with Construction on September 17, 2012.

In order to position the East Bay Greenway (beyond Segment 7A) for outside funding, Alameda CTC has used discretionary bicycle/pedestrian Measure B funds for preliminary engineering and CEQA analysis of the full 12-mile project (adopted at the October 25, 2012 Commission meeting). To date, Alameda CTC has expended \$1,080,937 in Measure B funds to complete the environmental and design phases of the project.

On January 24, 2013, the Commission granted authorization for the Executive Director, to execute a contract with the lowest, responsive, and responsible bidder for the construction of the East Bay Greenway Project – Segment 7A.

The project was initially advertised for bids on March 8, 2013 and bids were received and opened on April 16, 2013. Alameda CTC received one bid from Ray's Electric in the amount of \$1,928,010.00. Alameda CTC staff reviewed the bid documents and determined that the bid was non-responsive.

After the bid opening, the Engineer's Estimate, in the amount of \$1,061,598.10, was reviewed with the project designer and construction management consultants. It was determined that the engineer's estimate reflected the current trend for bid prices of similar items and did not need to be adjusted.

The project was re-advertised on April 22, 2013 and bids were received and opened on May 13, 2013. Three bids were received as follows:

4. GradeTech Inc. - \$1,561,354.00

5. Redgwick Construction Company – \$1,688,206.30
6. McGuire/Hester - \$1,939,364.00

The apparent low bidder, GradeTech, Inc., submitted a bid \$499,756 over the Engineer's Estimate.

Since the low bid exceeds the current available funding, two options are available:

Option 1: Identify funds needed to award the contract. An additional \$600,000 is needed to cover the increased bid price, construction contingency and oversight inspection fees being required by the City of Oakland and BART.

Option 2: Do not pursue the construction of the Project.

The construction support and capital phases of the project are funded with a combination of TIGER funds (\$1,078,400) and an East Bay Regional Park District (EBRPD) Measure WW bond match (\$269,400). The TIGER funds require that project construction begins by July 31, 2013.

Re-advertising was considered and ruled out as there was insufficient time to attempt another procurement and meet the time requirements of the TIGER funds. Additionally, without considerable scope reduction, it is unlikely that re-advertising the same package would yield lower bids. Scope reduction may not occur until after the award of a low-bid procured contract. As such, sufficient funds must still be identified to pursue scope reductions as an option for project savings.

In order to award the contract, it is estimated that an additional \$600,000 is needed. The \$600,000 includes the increased bid price, construction contingency and oversight inspection fees being required by the City of Oakland and BART. Alameda CTC staff is requesting that the City of Oakland waive \$41,000 in oversight construction inspection fees and that BART waive its permit/inspection fees, estimated to be \$15,000. If both agencies agree to waive the inspection/oversight fees, the estimated amount needed would be reduced to \$544,000.

Staff has been working with the project partners, East Bay Regional Park District (EBRPD) and City of Oakland, to determine how to fund the shortfall. With the TIGER time requirement of construction to begin by July 31, 2013, a June Alameda CTC action is required to allow staff sufficient time to finalize the contract and award before the July 31, 2013 deadline. EBRPD is pursuing a concurrent action relative to this item to the EBRPD Board to ensure sufficient funding is available to allow for the issuance of the Notice of Intent to Award. The next EBRPD Board meeting is on June 18, 2013.

At the time of the writing of this staff report, Alameda CTC staff is continuing to meet with the project partners to determine the true extent of the shortfall and options to reduce this amount. Additional information will be presented at the June 10, 2013 PPC meeting.

A maximum amount of additional funds of \$600,000 is needed in order to award the project to the lowest responsible bidder.

Staff is seeking the Commission's approval to award the contract to the lowest responsible bidder in the amount of \$1,561,354, contingent on the identification of the available funds to award the contract.

Fiscal Impact

Approval of additional funding would require an amendment to the fiscal year 13/14 budget.



Memorandum

DATE: June 03, 2013

TO: Programs and Projects Committee

FROM: Stewart Ng, Deputy Director, Programming and Projects
James O'Brien, Project Controls Team

SUBJECT: **BART Warm Springs Extension Project (ACTC 602.0) -
Approval of Exchange of State Local Partnership Program Funding and
Amendments to Measure B Project Specific Funding Agreements**

Recommendations

It is recommended that the Commission approve the following actions related to the BART Warm Springs Extension Project (ACTIA No. 02):

1. Approve a revision to the list of Advances/Exchanges and Loans included in the FY 2013/14 Measure B Capital Program Strategic Plan Update to include the exchange of \$6.042 million of 2000 Measure B capital funding from the Stage 2 construction capital obligation for an equivalent amount of funding from the State Local Partnership Program (SLPP) Account created by Proposition 1B in November 2006; and
2. Authorize the execution of Amendment No. 2 to the Project Specific Funding Agreement (PSFA) with the Bay Area Rapid Transit District (BART) for the Stage 1 Construction Phase (Agreement No. A09-0013), and of Amendment No. 1 to the PSFA with BART for the Stage 2 Construction Phase (Agreement No. A10-0047) to reflect revisions to the Measure B funding obligations based on the closeout of Stage 1 and the SLPP exchange.

Summary/Discussion

The BART Warm Springs Extension Project (ACTIA 02): is one of the 27 capital projects included in the 2000 Measure B Expenditure Plan. The project is currently under construction. The construction phase is divided into Stage 1 and Stage 2 to correspond with the two major construction contracts awarded for the project. Stage 1 consists of the subway tunnel under Lake Elizabeth in Fremont's Central Park area, and Stage 2 includes the remainder of the work along the length of the extension including the Line, Track, Station and Systems improvements.

Funding for the BART Warm Springs Extension includes a combination of state, regional, 2000 Measure B, and other local funding. In preparation for advertising, and subsequently awarding, the construction contract for Stage 1, a funding package totaling \$890 million was agreed upon by BART, the Metropolitan Transportation Commission, and the Alameda CTC (acting as the ACTIA and ACCMA individually at the time). The funding package included commitments of

two types of available funding by the Alameda CTC: 1) \$185 million from the 2000 MB Capital Program; and 2) \$30 million from the Alameda CTC share of the Prop 1B State Local Partnership Program (SLPP) Account. The amount of SLPP funding that would be available for the Alameda CTC share was not known at the time, so the amount committed was based on estimates. The PSFA for Stage 2 includes a provision that if more than \$30 million from the Alameda CTC share of SLPP is made available to the project, an amount of 2000 Measure B capital funding equivalent to the amount of SLPP funding in excess of \$30 million will be deducted from the Measure B obligation amount. A total of \$36.042 million of Alameda CTC SLPP funding has now been provided to the project, so the Measure B obligation for the Stage 2 construction capital phase should be reduced by \$6.042 million.

The Stage 2 PSFA also includes a provision that states the \$6.042 million of Measure B funding exchanged for the additional SLPP funding will not be removed from the project until the project is complete. The project defined in the PSFA consists of the Stage 1 and Stage 2 project development, right of way, and construction capital and support phases. The recommended actions will not remove the funding from the project, but will acknowledge that the \$6.042 million of Measure B capital funding exchanged with the additional SLPP funding is beyond the \$890 million funding package. The \$6.042 million of exchanged Measure B funding will not be used for any purposes, Warm Springs Extension related or otherwise, without a separate approval by the Commission.

The \$890 million package also included a commitment by the Alameda CTC for \$69 million of future Alameda County STIP funding that is not expected to be available before the end of the Stage 1 and Stage 2 construction phases. The \$890 million also included \$54 million from BART's SFO Net Operating Surplus fund which is also not expected to be available before the end of the Stage 1 and Stage 2 construction phases. The future Alameda County STIP funding combined with the SFO Net Operating Surplus funding represents \$123 million of future funding considered a project reserve included in the \$890 million lined up for project development, right of way, and construction capital and support phases of the Warm Springs Extension Project. The \$767 million of available funding (i.e. \$890 million less the \$123 million) represents the available funding for the project. The \$767 million total for Stage 1 and Stage 2 is currently considered sufficient to complete Stage 1 and Stage 2 construction capital and support phases, however the Stage 2 construction contract is still ramping up and the contingencies are considered on the low end of the typical range. The \$767 million amount of available funding was pieced together by the funding agencies to allow for the initiation of the construction phase, and the Stage 2 contingency afforded by the \$767 million total was less than desirable given the magnitude and complexity of the project.

The Stage 1 contract is ready for closeout and savings in the \$7 - \$10 million range are anticipated. The recommended actions include authority to move any Measure B share of Stage 1 savings to the Stage 2 commitment. Approval to allow the Stage 1 savings to carry over to Stage 2 will bolster the Stage 2 contingencies.

The recommended actions will allow for amendments to the Stage 1 and Stage 2 PSFA's to reflect the transfer of Stage 1 savings to Stage 2, and the exchange of \$6.042 million of Measure B funding for Prop 1B SLPP funding.

Fiscal Impact

Approval of the recommended actions will not have a significant fiscal impact since the total Measure B commitment will not change, and is currently accounted for in the Measure B Capital Program financial model.

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Memorandum

DATE: June 03, 2013

TO: Programs and Projects Committee

FROM: Stewart Ng, Deputy Director of Programming and Projects
Trinity Nguyen, Contracting Manager

SUBJECT: Various Projects - Approval of Amendments to the Architectural and Engineering (A&E) Professional Services Agreements for Time Extensions

Recommendation

It is recommended the Commission approve time extensions and authorize the Alameda CTC Executive Director to execute amendments for requested time extensions to various A&E Professional Services Agreements in support of Alameda CTC's Capital Projects delivery commitments.

Summary

Alameda CTC contracts with vendors to provide A&E services to deliver the Capital Projects program of projects. Contracts are procured and executed based upon estimated known project needs for scope, cost, and schedule.

As part of the quarterly review process to identify potential new contracting opportunities, agreements that will expire within the following six months timeframe are evaluated. In the current review, contracts set to expire on or before December 31, 2013, in need of a time extension have been identified and summarized in Attachment A.

Discussion

Through the life of a contract, situations may arise that warrant the need for a time extension. The most common and justifiable reasons include:

- (1) Sole source services that are not available through any other source (eg: Engineer of Record and Proprietary software)
- (2) Delays in the procurement of new replacement contract
- (3) Project delays

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the listed agreements for additional time as shown in Attachment A.

Fiscal Impact

There is no fiscal impact.

Attachment(s)

Attachment A: Summary of Amendments

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Attachment A: Summary of Amendments

Contract Number	Prime Vendor	Project/Services	Contract Amendment History	Time Request	Reason Code(s)
A09-006	TJKM	Webster Street SMART Corridor	A1: Additional scope A2: Additional time	1 year	1, 3
A10-010	Harris & Associates	Webster Street SMART Corridor Construction Management	A1: Additional time A2: Additional time	6 months	3
A10-013	RBF Consulting	I-880 23rd & 29th Avenue Interchange Design Services	A1: Additional scope and time A2: Additional budget A3: Additional budget A4: Additional budget	1 year	1, 3
A10-012	PB Americas, Inc.	Gilman Interchange Design Services	A1: Additional scope A2: Additional time	9 months	3

Reason Code:

- (1) Sole source services that are not available through any other source.
- (2) Delays in the procurement of new replacement contract.
- (3) Project delays

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