



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

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

Monday, November 07, 2011, 12:15 P.M.

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Commission Chair

Mark Green, Mayor – Union City

Commission Vice Chair

Scott Haggerty, Supervisor – District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors

Nadia Lockyer – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

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Rob Bonta, Vice Mayor

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Laurie Capitelli, Councilmember

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Tim Sbranti, Mayor

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Marshall Kamena, Mayor

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Luis Freitas, Vice Mayor

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Councilmembers

Larry Reid

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John Chiang, Vice Mayor

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Jennifer Hosterman, Mayor

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Mark Green

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Members:

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Luis Freitas

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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 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.

2 CONSENT CALENDAR

2A. Minutes of October 10, 2011- **page 1**

A

3 PROGRAMS

3A. Coordination and Mobility Management Program (CMMP) **A**
– Approval of Contract Amendment with Nelson Nygaard
to include scope to implement CMMP Pilot projects
– **page 9**

3B. Approval of State Transportation Improvement Program At **A**
Risk Report – **page 23**

- 3C. Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report – **page 29** **A**
- 3D. Approval of CMA Exchange Program Quarterly Status Monitoring Report – **page 41** **A**
- 3E. Approval of Transportation Fund for Clean Air (TFCA) Program At Risk Report – **page 45** **A**
- 3F. Acceptance of Semi-Annual Alameda CTC Program Status Update on Pass-through Fund Program and Grant Programs– **page 51** **A**

4 PROJECTS

- 4A. I-80 Gilman Interchange Improvements Project – Approval to Execute Agreement with the Department of Transportation to Provide Independent Quality Assurance for the Project Study Report – **page 69** **A**
- 4B. Dumbarton Rail Corridor Project (ACTIA No. 25) - Approval to Issue a Request for Proposals for Preliminary Right of Way Services and to Negotiate and Execute a Professional Services Agreement- **page 71** **A**

5 COMMITTEE MEMBERS REPORTS (VERBAL)**6 STAFF REPORTS (VERBAL)****7 ADJOURNMENT AND NEXT MEETING: JANUARY 9, 2012**

Key: A- Action Item; I – Information Item; *Material 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**



**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF OCTOBER 10, 2011
OAKLAND, CALIFORNIA**

The meeting was convened by the Chair, Mayor Green, at 12:19 p.m.

1. Public Comment

There was no public comment.

2 Consent Calendar

2A. Minutes of September 12, 2011

Vice Mayor Freitas moved for the approval of the consent calendar; Councilmember Harrison made a second. The motion passed 5-0.

3 Programs

3A. Approval of the List of Projects to be Programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP)

Matt Todd recommended that the Committee approve a resolution that includes the list of projects to be programmed in the Regional Improvement Program (RIP). A Call for Projects was issued in June 2011. Overall, the ACTC received requests for about \$275 million with a total of 13 projects being proposed to receive funding. The Draft 2012 STIP includes programming that would fund prior commitments funding levels to two projects and provide a partial funding of the prior commitment for another four projects.

Vice Mayor Freitas moved for the approval of this Item; Councilmember Harrison made a second. The motion passed 6-0.

3B. Approval of STIP Award Deadline Time Extension Request for the County of Alameda's Grove Way Improvements Project

Jacki Taylor requested that the Committee approve the request for a STIP Extension to the November 11, 2011 award deadline for the County of Alameda Grove Way

Improvements Project. The requested extension allows staff to address unforeseen issues related to the relocation of utility poles. PG&E informed the county that a number of trees will need to be removed to accommodate the proposed relocation of the utility poles and subsequently affects the project schedule

Supervisor Haggerty motioned to approve this Item. Councilmember Harrison seconded the motion. The motion passed 6-0.

3C. Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request for Alameda CTC's Webster Street Corridor Enhancements Project, TFCA Projects 08ALA01 and 09ALA01

Jacki Taylor recommended that the Committee approve a one-year extension to the TFCA expenditure deadline for the Webster St. Corridor Enhancements project. The project will implement transit signal enhancements along the Webster Corridor. This request for an extension is due to the coordination of federal funding into the project and obtaining the required NEPA environmental clearance.

Supervisor Haggerty motioned to approve this Item. Councilmember Atkin seconded the motion. The motion passed 6-0.

3D. Approval of TFCA Program Expenditure Deadline Extension Request for AC Transit's Easy Pass Project, TFCA Project 09ALA07

Jacki Taylor recommended that the Committee approve AC Transit's request for a one-year extension to the TFCA expenditure deadline for the AC Transit Easy Pass Program. This extension request is mainly due to the project sponsor citing staffing shortages which have caused delays in program implementation.

Councilmember Harrison motioned to approve this Item. Councilmember Harrison seconded the request. The motion passed 6-0.

3E. Approval of City of Oakland's Request to Extend Expiration Date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0017, Lakeshore/Lake Park Avenue Complete Streets Project

Vivek Bhat recommended that the Committee approve the City of Oakland's request to extend the agreement expiration date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement for Lakeshore/Lake Park Avenue Complete Streets Project. The original expiration date for this agreement was October 31, 2011, but the design work was delayed to accommodate the community input process. Additionally, during the design process, more time was needed to address constructability related issues.

Supervisor Haggerty motioned to approve this Item. Councilmember Peggy Thomsen seconded the motion. This motion passed 6-0.

3F. Approval of Berkeley Redevelopment Agency's Request to Extend Expiration Date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0005, Aquatic Park

Connection Streetscape Improvements Project

Vivek Bhat recommended that the Committee approve the City of Oakland's request

to extend the agreement expiration date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement for Aquatic Park Connection Streetscape Improvements Project. The project was delayed due to unexpected integration requirements and that resulted in a redesign of the underground utility and irrigation. Additional complications were encountered in the relocation of existing utility connections on adjacent properties.

Supervisor Haggerty motioned to approve this Item. Councilmember Harrison seconded the motion. The motion passed 6-0.

3G. Approval of Alameda-Contra Costa Transit District's (AC Transit) Request to Extend Expiration Date for Measure B Paratransit Gap Grant Agreement No. A08-0025, Interactive Voice Response (IVR) / Web-Based Scheduling Software Project

John Hemiup recommended that the Committee approve AC Transit's request to extend the Agreement expiration date for the Paratransit Gap Grant funded agreement Interactive Voice Response (IVR) / Web-Based Scheduling Software Project. This extension is requested due to layoffs and staffing cuts within AC Transit's Procurement department which subsequently resulted in staff being inundated with contract compliance and request for proposals (RFP) requests.

Vice Mayor Freitas moved for the approval of this Item; Councilmember Atkin made a second. The motion passed 6-0.

3H. Approval of PAPCO Recommendation of New Freedom Grant Application and Matching Gap Grant Funding

John Hemiup recommended that the Committee approve the PAPCO recommendation for the application for New Freedom Grant funds to enhance Mobility Management in Alameda County. This project will link a number of mobility programs already present in the County and will ensure that information about the mix of existing resources is readily available to consumers throughout the County.

Supervisor Haggerty motioned to approve this Item. Vice Mayor Freitas seconded the motion. This motion passed 6-0.

3I. Approval of PAPCO Recommendation for Funding of Coordination and Mobility Management Planning (CMMP) Pilot Projects

John Hemiup recommended that the Committee approve the PAPCO recommendation to fund three Coordination and Mobility Management Planning Pilot Projects. The three projects include establishment of Uniform Taxi Policies for North County, expansion of South County Taxi Program to Central County and a Tri-City Mobility Management Project for a total of \$281,244.

Supervisor Haggerty motioned to approve this Item. Councilmember Peggy Thomsen seconded the motion. This motion passed 6-0.

**3J. Transportation Investment Generating Economic Recovery (TIGER)
Discretionary Grants– Approval to Submit Application for I-580
Eastbound Auxiliary Lanes Project Requesting TIGER III Funds**

Ray Akkawi recommended the Committee approve the submittal of an application requesting Transportation Investment Generating Economic Recovery (TIGER) Funds for the I-580 Eastbound Auxiliary Lanes project. The project will add lanes between the new Isabel Interchange and First Street and will widen the freeway on the outside to allow for future conversion. The project is currently in the final stage of the environmental phase and it is expected that the environmental document for the project will be approved in November 2011.

Supervisor Haggerty motioned to approve this Item. Councilmember Harrison seconded the motion. The motion passed 6-0.

4 Projects

4A. I-80 Integrated Corridor Mobility (ICM) Project – Approval to Execute Cooperative Agreements with Caltrans for Construction Phase

Ray Akkawi recommended that the Committee authorize the Executive Director or his designee to negotiate and execute a cooperative agreement with Caltrans for the construction phase of the Specialty Material Procurement Project No. 2 (491.2), Adaptive Ramp Metering Project No. 4 (491.4), and Active Traffic Management Project No. 5 (491.5) of the I-80 Integrated Corridor Mobility (ICM) project. The California Transportation Commission is expected to allocate State bond funds for the construction phase of Projects Nos. 2, 4, and 5. Under an agreement with Caltrans, the Alameda CTC is responsible for the construction administration and management of the Projects 1, 2, 3, and 6. Caltrans is responsible for the construction administration and management of Projects 4, and 5.

Vice Mayor Freitas motioned to approve this Item. Councilmember Thomsen seconded the motion. The motion passed 6-0.

4B. Webster Street SMART Corridor Project – Approval of Amendment No. 2 to Add \$35,000 and Extend the Expiration Date of the Contract with TJKM Transportation Consultants to Provide Design Services During Construction Phase

Ray Akkawi recommended that the Committee approve an amendment to add \$35,000 and an extension request for TJKM Transportation Consultants the consultant responsible for the design and system integration of the Webster Street SMART Corridor Project. The schedule to deliver the project was delayed and there was additional design and environmental clearance cost to obtain the federal approval of the project.

Councilmember Thomsen motioned to approve this Item. Vice Mayor Freitas seconded the motion. The motion passed 6-0.

4C. Acceptance of Semi- Annual Alameda CTC Capital Project Status Update and Approval of Project Funding Plans

James O'Brien recommended that the Committee approve the Acceptance of the Semi-Annual Alameda CTC Capital Projects Update as well as the funding plans for select capital projects being implemented primarily by the Alameda CTC. There are 39 active capital projects that fall in the following categories; Mass Transit – (Eight projects); Bicycle and Pedestrian (One project); Local Streets & Roads (Eight projects); and Highway (22 projects).

Supervisor Haggerty motioned to approve this Item. Vice Mayor Freitas seconded the motion. This motion passed 6-0.

4D. I-580 Tri-Valley Rapid Transit Corridor Improvements (RM 2 Subproject 32.1e): – Approval to Execute Cooperative Agreements with Caltrans for Construction Phase of the I-580 Westbound HOV Lane Projects

Stephen D. Haas recommended that the Committee authorize the Executive Director or his designee to negotiate and execute a cooperative agreement with Caltrans for the Construction Phase of the I-580 Westbound HOV Lane Projects. The Westbound I-580 HOV Lane Project will relieve congestion for express buses and high occupancy vehicles in the morning peak period by Constructing a westbound I-580 HOV Lane in the median from Greenville Road in Livermore to Foothill/San Ramon Road in Dublin/Pleasanton in addition to constructing associated lanes and other roadway improvements, including pavement rehabilitation.

Supervisor Haggerty motioned to approve this Item. Vice Mayor Freitas seconded the motion. This motion passed 6-0.

4E. Review Information Regarding Port Drayage Truck Regulations

Matt Todd presented information to the Committee regarding Port Drayage Truck Regulations. His review included a ARB Drayage truck regulation compliance schedule, Drayage truck population details, funding assistance opportunities and the information about County TFCA Program Manager Funds.

A public comment was heard by Bill Bode, OMSS Trucker, at the Port of Oakland. He commented on the affects that the regulations have on small business owners at the Port.

Supervisor Miley suggested that staff work with the Air District and other agencies to assist minority and small business truck drivers to comply with the ARB regulations.

This item was presented for information only.

4F. I-580 Corridor/ BART to Livermore Studies (APN 626.0) Project Status Update

A presentation was given regarding the BART to Livermore Project Status. The presentation covered the Program EIR completion date, the current MTC and ACTC processes in regards to Phase 1, Tri Valley Regional Rail Policy Working Group debriefing and the City of Livermore Recently changed alignment recommendations. This Item was presented for information only.

4G. Caldecott Fourth Bore Project - Project Update Presentation by Caltrans

A presentation was given by Cristina Ferraz, Caltrans Project Manager, detailing the Caldecott Fourth Bore Project. The presentation included a project overview, information on the construction contracts, funding, partnerships and tunnel progress and excavation.
This Item was presented for information only.

5 Staff and Committee Member Reports

Tess Lengyel informed staff that there will be several public outreach meetings held regarding the County-wide Transportation Plan (CWTP) as well as the Transportation Expenditure Plan (TEP) in the months of October and November. She also informed the Committee that polling results from the CWTP-TEP will be presented at the next Steering Committee Meeting.

6 Adjournment/Next Meeting: October 10, 2011

Chair Green adjourned the meeting at 1:55 p.m. The next meeting is on November 07, 2011.

Attest by



Vanessa Lee

Clerk of the Commission




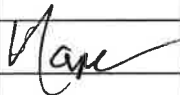


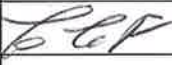








PROGRAMS AND PROJECTS COMMITTEE MEETING


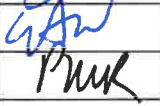
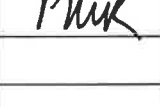



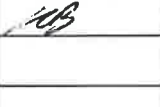

ROSTER OF MEETING ATTENDANCE

October 10, 2011

12:15 p.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair : Mark Green – City of Union City		Emily Duncan – City of Union City	
Vice Chair: Scott Haggerty – Alameda County, District 1		Bill Harrison – City of Fremont	
Members:			
Nate Miley – Alameda County, District 2		Rob Bonta- City of Alameda	
Farid Javandel – City of Albany		Peggy Thomsen – City of Albany	
Ruth Atkin – City of Emeryville	RA	Kurt Brinkman – City of Emeryville	
Suzanne Chan – City of Fremont		Bill Harrison – City of Fremont	
Luis Freitas – City of Newark		Alberto Huezo – City of Newark	
Larry Reid – City of Oakland		Patricia Kernighan – City of Oakland	
LEGAL COUNSEL			
Zack Wasserman – WRBD			
Neal Parish – WRBD			
Geoffrey Gibbs - GLG			
STAFF			
Arthur L. Dao – Executive Director			
Vanessa – Clerk of the Commission			
Stewart Ng, Deputy Director of Programming and Project Management			
Matt Todd - Manager of Programming			
Ray Akkawi – Manager of Project Delivery			
Claudia Leyva – Admin Asst			

STAFF	Initials	STAFF	Initials
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation		Yvonne Chan – Accounting Manager	
Beth Walukas – Deputy Director of Planning		Arun Goel – Project Controls Engineer	AKG
Patricia Reavey – Director of Finance		Linda Adams – Executive Assistant	
Gladys Parmelee – Office Supervisor		Lei Lam – Senior Accountant	
		Sammy Ng – Senior Accountant	
Steve Haas – Senior Transportation Engineer		Patty Seu – Accountant	
John Hemiup – Senior Transportation Engineer		Jacki Taylor – Programming Analyst	
Saravana Suthanthira – Senior Transportation Planner		Laurel Poeton – Assistant Transportation Planner	
Diane Stark – Senior Transportation Planner		Frank R. Furger – Executive Director, I-680 JPA	
Vivek Bhat – Senior Transportation Engineer		James O'Brien	
Liz Brazil – Contract Compliance & Outreach Analyst		Stefan Garcia	

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4. Mallory Bush	AC Transit	510 891-7213	mnbush@actransit.org
5. Wendy Cosin	CITY OF Berkeley	510 981 7402	wcosin@cityofberkeley.info
6. Chris Miley	Ala. Co.	510-272-6676	
7. Nathan Landau	ACTransit	510-891-4992	nlandau@actransit.org
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12. Cristina Ferraz	Caltrans	(510) 286-3890	cristina-ferraz@dot.ca.gov
13. Bill Bornman	CALTRANS	925 260 556	bbornman@dot.ca.gov
14.			



Memorandum

DATE: October 28, 2011

TO: Programs and Projects Committee (PPC)

FROM: John Hemiup, Senior Transportation Engineer

SUBJECT: **Coordination and Mobility Management Program (CMMP) - Approval of Contract Amendment with Nelson/Nygaard to include scope and cost to implement CMMP Pilot Projects.**

Recommendations

It is recommended the Commission authorize the Executive Director, or his designee, to negotiate and execute an amendment to an existing contract with Nelson/Nygaard Consulting Associates (Contract No. A11-0001) to include scope and cost to implement CMMP Pilot Projects.

Discussion

On April 28, 2011, the Commission approved \$500,000 of Measure B Gap Grant funding for CMMP Pilot Projects.

On October 27, 2011 the Commission approved \$281,244 of the previously approved \$500,000 of Measure B Gap Grant funding for three CMMP Pilot Projects: Establishment of Uniform Taxi Policies for North County (\$85,000), Expansion of South County Taxi Program to Central County (\$81,744), and Tri-City Mobility Management Project (\$114,500). The remaining \$218,756 from the \$500,000 in CMMP funding is available for technical assistance to Measure B Pass-Through recipients to establish programs that will fill gaps or enhance Mobility Management.

These Pilot Projects would require amending the existing Nelson/Nygaard contract to include scope to design the programs, to perform background and impacts analysis, provide technical assistance to the Alameda CTC and to individual program sponsors, incorporate comments and adjust parameters based on discussions, prepare meeting materials, and facilitate discussion at meetings. The cost of this increased scope is estimated to be \$50,000 with \$35,000 for Establishment of Uniform Taxi Policies for North County and \$15,000 for Expansion of South County Taxi Program to Central County.

Fiscal Impacts

The original contract with Nelson/Nygaard is to assist the Alameda CTC in the coordination of the Paratransit Program. The amount of the original contract is \$339,280 and expires on June 30, 2012. The additional scope to implement the CMMP Pilot Projects is estimated to cost \$50,000. The amended contract amount will be \$389,280. The funding to support this increase is from the Measure B Gap funding and will be amended into the FY 11/12 Budget.

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MEMORANDUM

To: TAC
From: Paratransit Coordination Team
Date: September 9, 2011
Subject: Staff Recommendation for CMMP Pilot Projects

The Coordination and Mobility Management Planning (CMMP) project was undertaken to fulfill the following objectives:

- Facilitate discussion of how providers in each area can better work together, support each other, and/or coordinate or consolidate services or elements of services
- Identify and build consensus around future actions to coordinate services or implement mobility management activities
- Identify potential roles for the Alameda CTC in supporting implementation of coordination/mobility management activities (including provision of targeted funding)
- Identify a pilot project or projects that can move forward for implementation
- Provide input for Countywide Transportation Plan and Transportation Expenditure Plan for new Measure B (proposed to go to voters in 2012)

CMMP was a major focus of Alameda County's Paratransit Program last year and, to a large extent, these objectives have been met. We held meetings in each area of the county and countywide, and discussed a wide range of potential areas of coordination. There was a great deal of mutual learning for program sponsors and staff; many of the lessons can be applied in the development of new master funding agreements, the Countywide Transportation Plan and the Transportation Expenditure Plan.

The final step of the CMMP process is approval of the following CMMP pilot projects to move forward for implementation in FY2011-2012, each described later in this memo:

- Establishment of Uniform Taxi Policies for North County
- Expansion of South County Taxi Program to Central County
- Tri-City Mobility Management Project

There were a number of considerations that played into selection of the recommended pilots:

Mobility Management: We would like to move towards a mobility management model in Alameda County that would allow users more flexibility and convenience; improve coordination across programs; and improve cost effectiveness. Mobility management encompasses a wide range of possible activities including centralized trip referral, trip planning and scheduling, and provision of comprehensive, multi-lingual information to consumers to help them understand the range of travel options available to them. Ideally, consumers are trained and empowered to do their own “mobility management” over time. Mobility management combined with travel training can also help match each user to the most appropriate and cost effective service for making each trip which can entail cost savings. These types of mobility management programs are increasingly important to address anticipated growth in the senior and disabled population in the face of a constrained funding environment; we need to provide services more cost effectively. The mini-mobility management pilot in the South County planning area is a way to pilot mobility management on a smaller scale for possible replication in other planning areas in the future.

Universal Program Parameters/Policies: Second, at the May Countywide CMMP meeting, our discussion indicated that it would be beneficial to create more uniformity throughout the County in program design, service parameters and availability of services across the County. These objectives would improve equity and reduce confusion for new users, social service providers and tax payers. Meeting this goal was a key driver in selection of the pilot projects.

Suite of Programs: At the May meeting, the idea was also proposed that each area of the county could have an array of available services that cross jurisdictional boundaries of the cities within a specific planning area and potentially even into other planning areas. This would enable us to identify a “suite” of complementary programs in each region of the County that is tailored to the unique needs of that planning area. Ideally, this mix of services would avoid redundancy between services. Paired with travel training and mobility management, users could be matched to the best service to meet each trip need. Taxi programs are an ideal component of this “suite” due to their unique flexibility to meet same day trip needs. Therefore, establishing coordinated taxi programs in each region of the County is a key first step towards developing an optimal suite of programs for each planning area.

Financial Constraints: As we are all too aware, the economic recession has had a notable impact on Alameda County transportation programs due to the decline in Measure B sales tax revenue. We are seeking to proactively address stark financial realities and projections for increasing demand that may impact the long term financial sustainability of senior and disabled transportation programs in Alameda County. We need to make every dollar go farther and ensure cost effectiveness and program sustainability is a key consideration in our decisions moving forward.

More uniformity in program parameters will allow for more control over costs. This is true for taxi programs in particular, because costs are driven largely by rules about trip lengths and subsidy levels. For example, the taxi program parameters vary widely across the county and therefore the cost per trip for taxi programs in the County ranges from \$12-\$37 per trip. We hope the two taxi pilots described below allow the Alameda CTC and programs to have a better understanding of and control over program costs.

We have selected the recommended pilots because they are best positioned to meet these goals.

We recognize that there can be challenges in increasing coordination between programs that have historically had a lot of autonomy. Staff will work closely with TAC, PAPCO and the program

sponsors to ensure successful implementation of these pilots and to minimize impacts on customers and burdens on staff. We are seeking your involvement and collaboration in pilot project implementation.

CMMP Implementation Timeline

Date	Action
September 2011	Ask for TAC concurrence and PAPCO recommendation on pilots
October 2011	Ask for Commission approval on pilots
November 2011 – June 2013	Implementation of pilots

Budget for CMMP Pilot Project Design and Implementation

PAPCO approved designation of \$500,000 of Measure B funds for design and implementation of CMMP pilot projects during the FY10-11 Gap Grant funding cycle in February 2011. Any remaining CMMP funding was to be available for technical assistance to Measure B pass-through recipients to establish programs that would fill gaps or enhance Mobility Management. These funds are provided with the intention that any ongoing costs would be absorbed into the base programs or have an alternate plan for sustainability of funding.

The recommended funding amount for each program and the remaining balance is shown in the chart below. These funding recommendations are explained in the project descriptions below.

Pilot Project	CMMP Funding Recommendation
Establishment of Uniform Taxi Policies for North County	\$85,000
Expansion of South County Taxi Program to Central County	\$81,744 <i>(+\$173,256 in non-CMMP funds)</i>
Tri-City Mobility Management Project	\$114,500
TOTAL	\$281,244
Remaining CMMP Funds	\$218,756

Pilot Project Descriptions

Each pilot is described on the following pages including a funding recommendation and a brief description of the different aspects of program design that will need to be addressed in order to implement the pilots. This is only an initial list of considerations based on discussions at the CMMP meetings. Once design of each pilot is underway, more issues may arise that need to be addressed based on additional input from both TAC and PAPCO.

Establishment of Uniform Taxi Policies for North County

Definition

This pilot would involve implementing a single set of taxi program parameters (fares, eligibility criteria, trip limits, service area, etc.) for all five North County taxi programs.

Discussion/Rationale

Better coordination between the five North County taxi programs was discussed at the North County CMMP meeting. The possibility of creating one single universal North County taxi program was discussed, but a number of barriers were identified. Overcoming the operational challenges involved in unifying all programs under one single contract is too big for a CMMP pilot and does not appear appropriate at this juncture. However, based on the discussion at the final Countywide CMMP meetings, it appears that some level of universal program policies, e.g. fares, eligibility criteria, trip limits, would be a significant step towards achieving equity across programs from the users' perspective, would further coordination and improve user experience by enabling travel throughout North County. It would also allow for more control over costs, as taxi costs are driven largely by policies that determine trip lengths and subsidy levels. In the recent financial analysis that was conducted, cost per trip for taxi programs in North County ranged from \$12-\$37 per trip.

Pilot Project Description

This pilot project will involve working with the five city programs to design a set of universal policies that can be implemented at each of the programs. The five programs that this will affect are: Alameda, Albany, Berkeley, Emeryville and Oakland. Once the policies are selected and approved by the TAC and PAPCO, they will be adopted by each City and the required adjustments made to their taxi programs. The following are the policy areas that will be considered as part of this pilot.

ELIGIBILITY: There is currently inconsistency in eligibility between programs. Universal eligibility rules would be established under this pilot. Changing the program eligibility criteria could either expand or contract the number of eligible users in each city. A closer look at the potential impacts on customers in the different jurisdictions will be a critical part of establishing a single eligibility policy. As discussed in the introduction above, implementation of these pilots is a first step in moving towards establishing a complementary "suite" of programs in each region of the County. Efforts will be made to avoid creating new same day service gaps and to identify any significant differentials in need between cities.

FARES: There is currently a very broad range of fares, ranging from free, to percentage of meter, to books of vouchers. Determining the types of trip a taxi program is intended to serve (with relation to other travel options) could help define an appropriate common fare, or a small number of fare options.

TRIP LIMITS & SERVICE AREA: Programs also vary with respect to trip limits. Vouchers or scrip made available in a variety of denominations would allow flexibility for variable trip lengths if different cities require different service coverage. Again, determining the types of trip this program is designed to serve will provide key input to help define an appropriate trip limit rule. It would also be advantageous to allow users to take trips throughout North County through this program. This level of coordination will be explored under this pilot.

ADMINISTRATION: The question of whether there will be any centralized administrative functions, such as printing vouchers or scrip, will need to be addressed.

TAXI ORDINANCES: One implementation mechanism for universal taxi program policies would be through modification of taxi ordinances in each City. The ordinance could require acceptance of vouchers by all taxi companies for travel anywhere in North County. This would maximize flexibility for users.

Barriers to taxi ordinances have been identified in the past; these would have to be addressed.

CURRENT CONTRACTS: Implementing new program policies raises the question of conflicting with policies contained in existing contracts. Albany and Emeryville do not have contracts. For the other three cities, staff does not currently know exact contract provisions or expirations. However, Alameda and Oakland are funded almost exclusively through Measure B, so perhaps a contract provision has been incorporated to allow for adjustments associated with funding approval every year. This would allow the program changes envisioned here to be made without disrupting the current contract. This will be a key point of discussion in program design.

Interface with Implementing Guidelines

The Implementing Guidelines for all Measure B-funded Paratransit programs, which are currently under development, may establish parameters for taxi programs throughout the County. If adopted, these will form the basis for this pilot. The pilot will then focus on establishing uniform policies for those parameters not covered by the implementing guidelines as well as the substantive work of actually implementing these new policies and parameters in the diverse taxi programs across North County. This pilot entails more coordination than has ever been undertaken in North County previously. The Paratransit Coordination Team will facilitate coordination, serve as the liaison between programs and with the Alameda CTC and provide needed technical assistance to programs to actually operationalize and create the day-to-day procedures necessary to implement the new policies. Individual attention will have to be paid to each of the five taxi programs currently under operation to ensure as smooth a transition as possible and to minimize negative impacts on customers in each city. For example, activities could include analyzing affected populations and determining whether any grandfathering needs to occur to avoid creating gaps and decreasing the mobility of vulnerable populations.

The Paratransit Coordination Team will also focus on designing the implementation of this pilot to enable monitoring and evaluation over time. To the degree possible, the Team will put systems in place for post-program analysis to allow for alterations to program design if necessary and recommendations for future programs.

Next Steps

The next step for designing this pilot project is to arrange a brief phone interview with each program to discuss specific barriers or concerns they may have about implementation of the pilot in that city. Those conversations will inform the agenda for a meeting of all the North County TAC members to commence discussions on universal policies. We anticipate the need for a number of follow up meetings to generate consensus around a single set of policies. To the degree possible, this will be accomplished at or after standing TAC meetings, though additional meetings may be necessary. If consensus cannot be reached on specific issues, PAPCO and Alameda CTC management may be required to participate more actively in the final decision-making process.

We recognize that City staff does not have extra time to develop these policies as they are already stretched thin with current responsibilities. The Paratransit Coordination Team will provide any necessary technical assistance such as analysis to assess impacts of different policies for each City, will coordinate and facilitate all meetings, and will draft recommendations and incorporate rounds of revisions as consensus is being built. We will, however, need TAC time for attendance at the necessary meetings.

Timeline

FY 2011-2012 will be focused on design and consumer notification/buy-in. The goal will be to implement new policies on July 1, 2012 and focus on evaluation of policy changes and their budgetary impacts in FY 2012-2013. This allows for the current FY 2011-2012 plans that have already been approved by PAPCO and the Commission to run their course. New policies will be included in next year's program plans. Therefore, all policies must be finalized and funding needs for the first year identified before the Program Plan due date of March 31.

A key component of this effort will be developing a strategy for communicating these changes to consumers. The Paratransit Coordination Team will assist with this effort and collaborate in North County TAC meetings to design outreach strategies. Programs can communicate changes through their standard consumer outreach activities, ideally starting in early 2012.

The following pilot implementation timeline takes these factors into consideration. As discussions on the universal policies commence, more meetings may be needed and the timeline for finalization of policies may shift to February.

2011	
October	Pilot Funding for recommended projects approved (Board Mtg. 10/27)
Early November	Phone Interviews with Individual Programs to identify barriers/concerns
Mid-November	Discuss universal policies at TAC meeting (11/8)
December	Potential Special North County TAC meeting
2012	
January	TAC approval of universal policies PAPCO approval of universal policies
February	Outreach to consumers Refine cost estimates for first year of pilot
March	Program Plans due
FY 2012-2014	Observe and evaluate policy changes in practice and assess budgetary impacts Additional refinement of cost estimates for second year of pilot, particularly for grandfathering and increased demand

Funding

The North County taxi programs are currently funded through each program's pass-through allocation (some cities also supplement with other sources, such as city general funds). Depending on the revisions to the policies, funding needs for North County taxi programs may rise or fall. Funding needs depend on many factors, including subsidy level per trip, number of eligible riders, level of use of the program by eligible riders, and trip lengths, among others. The intent of this pilot program is to make our limited program dollars go farther, so cost effectiveness of trips will be a key consideration in designing the policies. However, these considerations will need to be balanced by a goal of minimizing impact on current registrants.

As a result, there are three primary potential funding needs for this pilot, each is described in more detail below:

1. The initial funding need for this pilot project is for staff time to design, build consensus around and then implement the policies.

2. If policies result in an increased number or length of trips, additional funding will be needed to cover these new costs. The level of funding needed will depend on what policies are adopted and the level of usage that results after the policies are implemented.
3. Depending on the ultimate set of policies adopted, TAC and PAPCO may decide to allocate funding to grandfather in a subset of consumers who are currently eligible, but who would be excluded from service as a result of policy changes.

Staff recommends setting aside \$35,000 for the Paratransit Coordination Team to design this program, to conduct any necessary background and impacts analysis, provide technical assistance to the CTC and to individual program sponsors, incorporate comments and adjust parameters based on discussions, prepare meeting materials, and facilitate discussion at meetings.

Staff recommends setting aside \$50,000 of gap funds to cover potential increased costs resulting from the new policies as well as grandfathered consumer trips. Depending on subsidy levels, eligibility criteria and the volume of voucher purchases, more gap funds may be needed to cover the cost of North County taxi trips. The Paratransit Coordination Team will work with project sponsors this fall and winter to factor the new policies into their program plans and determine whether additional funding will be necessary. A refined cost estimate can be generated in the spring.

North County Taxi Policies Pilot CMMP Funding Request	\$85,000
Program Design for Paratransit Coordination Team	\$35,000
Consumer Trip Grandfathering (may need to be adjusted in spring 2012)	\$50,000

Expansion of South County Taxi Program to Central County

Definition

This pilot would expand the existing South County taxi program to include Central County customers as well.

Discussion/Justification

Establishing a taxi program in Central County fills a clearly identified service gap. It also furthers the goal of coordination across planning areas by building on the successful existing South County Taxi program.

Project Description

This pilot would involve expanding the service area covered by the South County “Tri-City Taxi Program” to include Central County consumers as well. In the short term, we recommend expanding this program with its current policies in place to the degree possible. However, there are a number of program design details that will still need to be worked out:

TRIP LIMITS: We would like to design this program to maximize flexibility for users, allowing trips between South and Central Counties and allowing users from South County to use a taxi in Central County and vice versa. This may require some adjustments to the trip limits policy currently in place.

SERVICE QUALITY: Service quality and responsiveness is a current concern held by the Alameda CTC and City staff with the current contracted service (St. Mini Cab) in South County. Upon expansion of the program, service quality will have to be carefully examined/monitored and Alameda CTC may want to consider seeking an alternative service provider or another agency to administer the contract. This will require more discussion between South and Central County staff, the Alameda CTC and the Paratransit Coordination Team.

ADMINISTRATION: Currently the Alameda CTC is the primary administrator for the program, while outreach and voucher distribution are managed at a city level. For initial expansion to Central County, this arrangement will likely remain. However, in the future, housing program administration in Central or South County may need to be considered.

Next Steps

Upon approval of pilot project funding, a meeting between South and Central TAC members will be necessary to finalize the implementation policies, discuss whether an alternative service provider may be necessary and work out any other concerns that the program sponsors – Fremont, Hayward, San Leandro, Newark and Union City – may have and discuss the procurement process. Other necessary steps include training of the new jurisdictions and printing of vouchers.

Timeline

The timeline for this pilot project depends on the procurement process. The initial goal for this pilot is commencing service by March 2012, earlier if possible. This timeline may need to be adjusted after issues are identified in discussions with the South and Central County programs.

2011	
October	Pilot Funding for specific project approved (Board Mtg. 10/27)
Mid-November	Discuss pilot at TAC meeting (11/8)
December	Potential Special Central/South County TAC meeting
2012	
January	Contract for Taxi Services in Central County
February-March	Commence Taxi Service in Central County Outreach to consumers

Funding

The high level cost estimate developed by staff for this pilot is \$120,000. This was based on applying the differential in funding formula population between South and Central County to the current costs of the South County Taxi program. In other words, the total South County taxi contractor cost for FY 2009-2010 was \$71,000; the population of Central County is 1.6 times greater than South County. Therefore, the approximate cost for Central County expansion would be 1.6 x \$71,000, or \$113,600. We have increased this slightly to account for an annual cost increase.

Based on these estimates, staff recommends that \$240,000 will be needed for the Central County portion of a two year pilot joint Central-South County Taxi Program. We recommend apportioning costs between Hayward and San Leandro based on the pass-through formula which incorporates population of seniors and people with disabilities, as shown in the chart below. We recommend that Hayward's portion of the program costs come from already allocated Measure B pass-through funding for special transportation, since these have not yet been expended, and that San Leandro's portion be allocated from CMMP funds.

Since the technical assistance required for this pilot should be less complex than the North County pilot, a Paratransit Coordination Team budget of \$15,000 is recommended. The grand total budget request for this pilot project is \$255,000 over two years.

Both cities are expected to absorb the administration tasks (e.g. distribution of vouchers) as part of their current operations.

The role of the gap grant funding program is currently being considering by the Alameda CTC. Financial sustainability of gap-grant funded pilot projects, such as this, will be considered as part of that process.

Central County Taxi Program Total Funding Need – 2 years	\$255,000	
Hayward Portion – Existing Hayward pass-through funds	72.19%	\$173,256
San Leandro Portion – CMMP Funds	27.81%	\$66,744
Paratransit Coordination Team – CMMP Funds	\$15,000	
Total CMMP Funding Request	\$81,744	

Tri-City Mobility Management Project

Definition

The project will create a bilingual team of mobility managers whom consumers could call or visit for assistance with individualized transportation planning and transportation service linkage. Individualized transportation planning will be provided to seniors and persons with disabilities based on their functional abilities, their preferred modes of travel, and the most cost-effective mobility and transportation service options. The project will assist consumers in accessing the following types of services:

- Fixed route transit
- City-based paratransit services
- ADA paratransit services
- Tri-City Taxi Voucher Program
- Tri-City Travel Training Program
- VIP Rides Program
- Older driver safety training and information
- General information on where to find other needed services (referrals to Tri-City Senior Helpline and 211)

Discussion/Justification

This project addresses the need for comprehensive, multi-lingual information regarding mobility options for elderly and disabled residents of the Tri-Cities area (Fremont, Newark and Union City). Potential project benefits include:

- Increased level of transportation service coordination
- Increased mobility for seniors and persons with disabilities
- Increased consumer satisfaction regarding service access
- Reduced consumer confusion about transportation options

Project Description

The City of Fremont will recruit, hire and supervise a small team of bilingual outreach workers (ideally: Mandarin, Spanish and Farsi-speaking) to provide mobility management services for seniors and persons with disabilities in the Tri-City area. These outreach workers will help consumers navigate the transportation system to find the most appropriate and cost effective modes of travel for their specific needs. The City will provide a program manager responsible for project development, implementation and supervision of mobility management activities and evaluation of project effectiveness. Project implementation period: December 2011 – June 2013

Project activities will include:

ESTABLISH BETTER SERVICE COORDINATION WITH EBP

1. Establish East Bay Paratransit satellite office in Fremont to facilitate in-person ADA paratransit certification interviews for residents of Southern Alameda County. The City will provide the office space at no cost. CMMP funds might be used for minimal additional costs for office set up. Tentative scheduled opening of satellite office: January 2012.

2. Outreach workers will meet with EBP applicants and conduct an individualized transportation assessment and then refer applicants to appropriate transportation services, offering additional assistance in connecting consumer to services as needed.
3. Coordinate rides for Fremont and Newark residents who are applying for ADA services and need transportation to the EBP certification interview. City-based services can offer a more cost effective trip to transport applicants to the interviews.
4. Help coordinate alternative transportation services while EBP applicant is awaiting ADA certification.
5. Provide problem solving assistance to consumers experiencing difficulties with East Bay Paratransit service.

PROVIDE MORE INTEGRATED OUTREACH/EDUCATION

1. Provide individualized transportation planning, information and referral, and service linkage for seniors and persons with disabilities seeking information and/or access to transportation and mobility services. These services will take place at the following sites:
 - a. Fremont City Hall, Human Service Department
 - b. Community locations in Fremont, Newark and Union City (monthly office hours will be established for each of the three satellite service sites)
 - c. Consumer's place of residence, as needed
2. Coordinate group outreach presentations at various community locations. Work with partner agencies, where appropriate, to present for the following community outreach events:
 - a. Transportation/Mobility Resource Fair (one per year)
 - b. Paratransit Service presentations, with on-site enrollment as feasible (Minimum of 12 per year)
 - c. Older Driver Safety presentations (6 times per year total, 2 in each city)
 - d. Clipper Card presentations (6 times per year total, 2 in each city)

EXPAND KNOWLEDGE BASE AND IMPROVE SERVICE COORDINATION WITH TRI-CITY AREA SOCIAL SERVICE PROVIDERS.

1. Provide training to Tri-City area service providers on the spectrum of mobility and transportation resources available to seniors and people with disabilities.
2. Work with AC Transit, Union City Transit and BART to facilitate rider advocacy and/or education efforts, such as dissemination of service change announcements, placement of bus shelters, signage at transit centers, requests for driver training, etc.
3. Evaluate the possibility of expanding the role of the existing paratransit advisory body to identify service gaps and opportunities for improved coordination related to the planning and implementation of transportation/mobility services.

EVALUATE EFFECTIVENESS OF MOBILITY MANAGEMENT ACTIVITIES: Develop and implement consumer and program tracking mechanisms to measure the effectiveness of mobility management activities in the Tri-City area.

Next Steps

Upon approval of funding, Fremont will move forward with hiring the team of bilingual outreach workers and work with EBP on establishment of the EBP satellite office. Additionally, a workplan will be developed in December to facilitate project implementation activities during the first six months.

Timeline

2011	
October 2011	Pilot Funding approved (Board Mtg. 10/27)
November	Initiate hiring of outreach workers Working with EBP to set up satellite office
December	Initial training of outreach workers, pending successful hiring process Development of six month workplan for project implementation Development of program intake and outreach materials Office set-up for outreach workers
2012	
January 2012	Launch mobility management Open EBP satellite office Begin conducting individualized transportation plans with consumers
February 2012	Identify community satellite office locations Begin conducting group outreach presentations
March 2012	Establish community satellite office locations Begin training service providers on spectrum of available mobility services
April 2012	Assess first quarter of project activities
May 2012	Develop detailed workplan for FY11/12 project activities Begin planning for Mobility and Transportation Resource Fair in September 2012

Funding

CMMP funds will be used for the salaries of the outreach workers and for the project manager's time. Transportation expenses for applicants attending ADA-paratransit certification interviews and other miscellaneous direct service costs (i.e. printing, office supplies, computer/phone set-up and IT installation, etc.) are also included in the project budget. The overhead allocation included in the budget covers the costs for functions needed from other departments for project implementation, including: Human Resources, Finance, City Attorney's Office, and Information Technology Support.

Tri-City Mobility Management Project CMMP Funding Request	\$114,500
Salaries for Outreach Workers	\$50,544
Salary/Benefits for Project Manager	\$34,021
Direct Costs	\$15,000
Overhead (15% required by the City of Fremont for each new project)	\$14,935



Memorandum

DATE: October 27, 2011
TO: Programs and Projects Committee (PPC)
FROM: Matt Todd, Manager of Programming
SUBJECT: Approval of State Transportation Improvement Program (STIP) At Risk Report

Recommendations:

It is recommended the Commission approve the attached STIP At Risk Report, dated October 31, 2011. ACTAC is scheduled to consider this item November 1, 2011.

Summary:

The Report includes a total of 34 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information:

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

The 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.

Attachments:

Attachment A - STIP At Risk Report

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

Status Date: October 31, 2011

Red Zone Projects

Index	PP No.	Sponsor	Project Title							
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2009A	AC Transit RIP	\$3,705	Con	06/07	Complete Expend	Note 1	R	\$3,705K Allocated 9/7/06 12-Mo Ext App'd Jan 10	R
2	0139F	ACCMA RIP-TE	\$350	Con	10/11	Allocate Funds	11/30/11	R	5-Mo Ext App'd 5/12/11 Allocation on 10/26/11 CTC	R
3	2009L	Alameda Co. RIP	\$4,600	Con	07/08	Accept Contract	Note 1	R	\$4.6M Allocated 2/14/08 Contract Awd 7/29/08	R
4	2100F	Alameda Co. RIP-TE	\$1,150	Con	10/11	Award Contract	11/12/11	R	\$1,150 Allocated 5/12/11 Ext. Req. Pending	Y
5	2008B	BART RIP-TE	\$954	Con	10/11	Award Contract	12/23/11	R	\$954 Allocated 6/23/11	R
6	2009W	Berkeley RIP RIP	\$4,614 \$1,500	Con Con	07/08 09/10	Accept Contract Accept Contract	12/26/11 12/26/11	R R	\$4,614 Allocated 6/26/08 AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09	Y
7	2100G	Berkeley RIP-TE	\$1,928	Con	10/11	Allocate Funds	2/28/12	R	8-Mo Ext App'd 6/23/11	R
8	2100H	Dublin RIP-TE	\$1,021	Con	10/11	Award Contract	2/11/12	R	\$1,021 Allocated 8/11/11	R
9	1022	Oakland RIP	\$5,990	R/W	07/08	Complete Expend	2/29/12	R	\$5.99M Allocated 12/13/07	G
10	2103A	Oakland RIP-TE	\$885	Con	10/11	Award Contract	12/23/11	R	\$885 Allocated 6/23/11	R
11	2110A	Union City RIP-TE RIP	\$3,000 \$715	Con Con	10/11 11/12	Award Contract Allocate Funds	12/23/11 6/30/12	R G	\$3M Allocated 6/23/11	R

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev	
		(\$x 1,000)				Req'd By			Zone	
12	0016O	ACCMA	I-680 SB HOT Lane Accommodation							
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/12	Y	\$8M Allocated 6/26/08 42 -Months App'd by CTC	G	

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

Status Date: October 31, 2011

Green Zone Projects

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
13	2009B	AC Transit	SATCOM Expansion							
	RIP	\$1,000	Con	06/07	Accept Contract	Note 3	G	\$1,000K Allocated 9/7/06	G	
14	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS							
	RIP	\$2,700	Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K Allocated 4/26/07	G	
15	2009D	AC Transit	Bus Component Rehabilitation							
	RIP	\$4,500	Con	06/07	Accept Contract	Note 3	G	\$4.5M Allocated 7/20/06	G	
16	2009Q	AC Transit	Bus Purchase							
	RIP	\$14,000	Con	06/07	Accept Contract	Note 3	G	\$14M Allocated 10/12/06	G	
17	0044C	ACCMA	I-880 Reconstruction, 29th to 23rd							
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	G		G	
18	0062E	ACCMA	I-80 Integrated Corridor Mobility							
	RIP	\$954	Env	07/08	Final Invoice/Report		NA	\$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G	
19	2100K	ACCMA	I-880 Landscape/Hardscape Improvements in San Leandro							
	RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/12	G	\$400K Allocated 6/30/10	G	
20	2179	ACCMA	Planning, Programming and Monitoring ²							
	RIP	\$1,993	Con	12/13	Allocate Funds	6/30/13	G			
	RIP	\$1,948	Con	10/11	Complete Expend	6/30/13	G	\$1,948 Allocated 7/1/10		
	RIP	\$1,947	Con	11/12	Complete Expend	6/30/14	G	\$1,947 Allocated 8/11/11		
21	0081D	ACTA	Rte 84 Expressway - Fremont and Union City							
	RIP	\$9,300	Con	14/15	Allocate Funds	6/30/15	G		G	
22	0016U	ACTIA	I-580 Castro Valley I/C Improvements							
	RIP	\$7,315	Con	07/08	Final Invoice/Report		NA	Contract Accepted July 2011	R	
23	2009N	Alameda	Tinker Avenue Extension							
	RIP	\$4,000	Con	07/08	Accept Contract	3/17/12	G	\$4M Allocated 9/25/08 Contract Awd 3/17/09	G	
24	1014	BART	BART Transbay Tube Seismic Retrofit							
	RIP	\$38,000	Con	07/08	Complete Expend	12/31/12	G	\$38M Allocated 9/5/07 18-Month Ext 6/23/11	R	
25	2009P	BART	Alameda County BART Station Renovation							
	RIP	\$3,000	Con	07/08	Accept Contract	10/30/12	G	\$3M Allocated 12/11/08 4-Mo Ext App'd June 09	G	
	RIP	\$248	PSE	07/08				\$248 Allocated 9/5/07 Expend. Complete		
26	2009Y	BART	Ashby BART Station Concourse/Elevator Imps							
	RIP-TE	\$1,200	Con	07/08	Accept Contract	1/22/12	G	\$1,200 Allocated 6/26/08	G	

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
27	2103	BART	Oakland Airport Connector	RIP	\$20,000	Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
28	2014U	GGBHTD	SF Golden Gate Bridge Barrier	RIP	\$12,000	Con	11/12	Allocate Funds	6/30/12	G		G
29	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)	RIP	\$4,000	Con	11/12	Allocate Funds	6/30/12	G	Moved to Delivered List at Mar 2011 CTC	G
				RIP	\$1,500	Con	06/07	Final Invoice/Report	NA		Contract Accepted	
30	2140S	LAVTA	Rideo Bus Restoration Project	RIP-TE	\$200	Con	10/11	Accept Contract	8/10/14	G	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	R
31	2100	MTC	Planning, Programming and Monitoring ²	RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G		
				RIP	\$113	Con	10/11	Complete Expend	6/30/13	G	\$113 Allocated 7/1/10	
				RIP	\$114	Con	11/12	Complete Expend	6/30/14	G	\$114 Allocated 8/11/11	
				RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G		
				RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
32	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St	RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA	\$193 Allocated 7/26/07	G
33	2100E	Oakland	7th St. / West Oakland TOD	ARRA-TE	\$1,300	Con	09/10	Accept Contract	9/30/12	G	\$1,300 Obligated 8/5/09 Contract Awd 2009	G
34	2110	Union City	Union City Intermodal Station	RIP	\$4,600	Con	07/08	Final Invoice			\$4.6M Allocated 9/5/07	R
				RIP	\$720	Con	05/06	Final Invoice			\$720K Allocated 11/9/06	
				RIP-TE	\$5,307	Con	05/06	Final Invoice			\$5,307K Allocated 11/9/06	
				RIP-TE	\$2,000	Con	06/07	Final Invoice			\$2,000K Allocated 11/9/06	
				RIP	\$9,787	Con	06/07	Final Invoice			\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract Site Imps accepted 11/19/10	

Notes:

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite the required activity and/or satisfy the requirement.
- 2 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."
- 3 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: October 31, 2011

2010 STIP Locally-Sponsored Alameda County Projects

2010 STIP -Timely Use of Funds Provisions

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

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

Zone Criteria

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

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four 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 (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

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

Notes:



Memorandum

DATE: October 27, 2011
TO: Programs and Projects Committee (PPC)
FROM: Matt Todd, Manager of Programming
SUBJECT: Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report

Recommendations:

It is recommended the Commission approve the attached Federal STP/CMAQ Program At Risk Report, dated October 31, 2011. ACTAC is scheduled to consider this item on November 1, 2011.

Summary:

The report includes 58 locally-sponsored, federally-funded projects segregated by "zone." Red zone projects are considered at a relatively high risk of non-compliance with the provisions of MTC's Resolution 3606, the Regional STP/CMAQ Project Delivery Policy. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information:

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

The report is intended to identify activities required to comply with the requirements set forth in MTC's Resolution 3606, the Regional STP/CMAQ Project Delivery Policy-Revised (as of July 23, 2008). Per Resolution 3606, for projects programmed with funding in federal FY 2011/12, the deadline to submit the request for authorization is February 1, 2012 and the obligation deadline is April 30, 2012.

The report segregates projects into Red, Yellow, and Green zones. The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The 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.

Attachments:

Attachment A - Federal STP/CMAQ Program At Risk Report

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Federal At Risk Report

Status Date: October 31, 2011

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	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	ALA110025	Alameda	Alameda - Otis Drive Rehabilitation	STP	\$837	Con	10/11	Award Contract	12/08/11	R	\$837 Obligated 3/8/11	Y
								Submit First Invoice	03/08/12	G		
								Liquidate Funds	03/08/17	G		
2	ALA030002	Ala County	Vasco Road Safety Improvements Phase 1A	STP	\$2,250	Con	07/08	Submit First Invoice	Note 1	R	Contract awarded 6/7/11	
								Liquidate Funds	08/31/16	G	\$2,250 Obligated 8/31/10	
3	ALA090069	Ala County	Alameda County: Rural Roads Pavement Rehab	STP	\$1,815	Con	11/12	Submit Req for Auth	02/01/12	R		G
								Obligate Funds	04/30/12	G		
				STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11	
4	ALA110026	Ala County	Alameda Co - Central Unincorporated Pavement Rehab	STP	\$1,071	Con	11/12	Submit Req for Auth	02/01/12	R		G
								Obligate Funds	04/30/12	G		
				STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11	
5	SRTS1-04-001	Ala County	Fairview Elementary School Vicinity Improvements	SRTS	\$508		10/11	Submit Req for Auth	12/31/11	R	See Note 2	R
								Complete Closeout	03/31/14	G	See Note 2	
				SRTS	\$77		Prior	Liquidate Funds	09/30/13	G	See Note 2	
6	HSIP2-04-024	Ala County	Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements	HSIP	\$577	Con	11/12	Submit Req for Auth	12/31/11	R	See Note 2	R
								Complete Closeout	03/31/14	G	See Note 2	
				HSIP	\$59	PE	Prior	Liquidate Funds	9/31/13	G	See Note 2	
				HSIP	\$63	R/W	Prior	Liquidate Funds	9/31/13	G	See Note 2	
7	ALA110030	Albany	Albany - Buchanan Bicycle and Pedestrian Path	CMAQ	\$1,702	Con	11/12	Submit Req for Auth	02/01/12	R		G
								Obligate Funds	04/30/12	G		
8	ALA110007	Berkeley	City of Berkeley Transit Action Plan - TDM	CMAQ	\$10	Con	11/12	Submit Req for Auth	02/01/12	R		Y
								Obligate Funds	04/30/12	G		
				CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11	
9	ALA110024	Dublin	Dublin Citywide Street Resurfacing	STP	\$547	Con	11/12	Submit Req for Auth	02/01/12	R		G
								Obligate Funds	04/30/12	G		

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title			Date	Zone	Notes	Prev Zone	
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Req'd By			
10	ALA110034	Dublin	West Dublin BART Golden Gate Drive Streetscape							
		CMAQ	\$580	Con	11/12	Submit Req for Auth	02/01/12	R	G	
						Obligate Funds	04/30/12	G		
		CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11	
11	ALA110012	Fremont	Fremont CBD/Midtown Streetscape							
		CMAQ	\$540	Con	10/11	Award Contract	01/13/12	R	\$540 Obligated 4/13/11	Y
		CMAQ	\$53	Con	10/11	Award Contract	01/13/12	R	\$53 Obligated 6/13/11	
						Submit First Invoice	04/13/12	G		
						Liquidate Funds	04/13/17	G		
		CMAQ	\$1,007	Con	11/12	Submit Req for Auth	02/01/12	R	TIP Amendment Pending	
					Obligate Funds	04/30/12	G	To move \$1,007 to 11/12		
12	ALA110018	Fremont	Fremont Various Streets Pavement Rehabilitation							
		STP	\$3,138	Con	10/11	Award Contract	11/22/11	R	\$3,138 Obligated 2/22/11	R
						Submit First Invoice	02/22/12	G		
					Liquidate Funds	02/22/17	G			
13	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)							
		HSIP	\$164	Con	11/12	Submit Req for Auth	12/31/11	R	See Note 2	R
						Complete Closeout	03/31/14	G	See Note 2	
		HSIP	\$35		Prior	Liquidate Funds	12/31/13	G	See Note 2	
14	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab							
		STP	\$1,336	Con	10/11	Award Contract	11/23/11	R	\$1,336 Obligated 2/23/11	R
						Submit First Invoice	02/23/12	G		
					Liquidate Funds	02/23/17	G			
15	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape							
		CMAQ	\$1,682	Con	11/12	Submit Req for Auth	02/01/12	R		Y
						Obligate Funds	04/30/12	G		
		CMAQ	\$536	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11	
16	ALA110013	Livermore	Iron Horse Trail Extension in Downtown Livermore							
		CMAQ	\$1,566	Con	11/12	Submit Req for Auth	02/01/12	R	Sponsor confirmed on track	R
						Obligate Funds	04/30/12	G		
17	ALA110015	Livermore	Livermore Downtown Lighting Retrofit							
		CMAQ	\$176	Con	10/11	Award Contract	01/04/12	R	\$176 Obligated 4/4/11	Y
						Submit First Invoice	04/04/12	G		
						Liquidate Funds	04/04/17	G		
18	ALA110023	Livermore	Livermore - 2011 Various Arterials Rehab							
		STP	\$1,028	Con	10/11	Award Contract	12/21/11	R	\$1,028 Obligated 3/21/11	Y
						Submit First Invoice	03/21/12	G		
						Liquidate Funds	03/21/17	G		

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
19	ALA110037	Livermore	Livermore Village Streetscape Infrastructure	STP	\$2,500	Con	11/12	Submit Req for Auth	02/01/12	R		R
								Obligate Funds	04/30/12	G		
20	ALA110016	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	STP	\$682	Con	11/12	Submit Req for Auth	02/01/12	R	Sponsor confirmed on track	G
								Obligate Funds	04/30/12	G		
21	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities	STP	\$3,492	Con	11/12	Submit Req for Auth	02/01/12	R		Y
								Obligate Funds	04/30/12	G		
				STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11	
22	ALA110029	Oakland	Oakland Foothill Blvd Streetscape	CMAQ	\$2,200	Con	11/12	Submit Req for Auth	02/01/12	R		G
								Obligate Funds	04/30/12	G		
23	SRTS2-04-007	Oakland	Multiple School (5 Schools) Improvements Along Major Routes	SRTS	\$802	Con	10/11	Submit Req for Auth	12/31/11	R	See Note 2	G
								Complete Closeout	03/31/14	G	See Note 2	
				SRTS	\$118	PE	Prior	Liquidate Funds	09/30/13	G	See Note 2	
24	ALA110031	Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities	CMAQ	\$709	Con	11/12	Submit Req for Auth	02/01/12	R		G
								Obligate Funds	04/30/12	G		
25	ALA110010	Port	Shore Power Initiative	CMAQ	\$3,000	Con	11/12	Submit Req for Auth	02/01/12	R		R
								Obligate Funds	04/30/12	G		
26	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface	CMAQ	\$4,298	Con	11/12	Submit Req for Auth	02/01/12	R		R
								Obligate Funds	04/30/12	G		
				CMAQ	\$312	PE	10/11	Liquidate Funds	12/21/16	G	\$312 Obligated 12/21/10	
27	ALA110028	Union City	Union City Blvd Corridor Bicycle Imp. Phase 1	CMAQ	\$860	Con	11/12	Submit Req for Auth	02/01/12	R	Sponsor confirmed on track	R
								Obligate Funds	04/30/12	G		
28	HSIP2-04-027	Ala. County	Remove Permanent Obstacle along Shoulder (Foothill Road)	HSIP	\$427	Con	10/11	Submit Req for Auth	06/30/12	Y	See Note 2	R
								Complete Closeout	09/30/14	G	See Note 2	
				HSIP	\$59		Prior	Liquidate Funds	03/30/14	G	See Note 2	

Federally-Funded Locally-Sponsored Alameda County Projects

Yellow Zone Projects

Index	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
29	HSIP1-04-001	San Leandro	Washington Ave - Estabrook St Intersection						
	HSIP	\$409		Prior	Complete Closeout	03/31/12	Y	See Note 2	R
					Liquidate Funds		NA	See Note 2	
30	ALA110036	Union City	Union City BART East Plaza Enhancements						
	CMAQ	\$4,450	Con	10/11	Submit First Invoice	02/02/12	Y	\$4,450 Obligated 2/2/11	R
					Liquidate Funds	02/02/17	G	Contract Awd 6/28/11	

Green Zone Projects

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
31	ALA110033	ACCMA	Alameda County Safe Routes to School							
	CMAQ	\$2,289	Con	10/11	Submit First Invoice	03/29/12	G	\$2,689 Obligated 3/29/11	Y	
	STP	\$400	Con	10/11	Liquidate Funds	03/29/17	G	Obligated w/ALA110009		
32	ALA110009	ACCMA	Bikemobile - Bike Repair and Encouragement Vehicle							
	CMAQ	\$500	Con	10/11	Submit First Invoice	03/29/12	G	\$500 Obligated 3/29/11	Y	
					Liquidate Funds	03/29/17	G	Obligated w/ALA110033		
33	HSIP4-04-002	Alameda	Shoreline Dr - Westline Dr - Broadway Improvements							
	HSIP	\$416	Con	11/12	Submit Req for Auth	10/11/13	G	Assume no PE Request	NA	
					Complete Closeout	01/12/16	G	See Note 2		
					Liquidate Funds	07/12/15	G	See Note 2	NA	
34	HSIP4-04-010	Alameda	Park Street Operations Improvements							
	HSIP	\$733	Con	11/12	Submit Req for Auth	01/12/14	G	Assume no PE Request	NA	
					Complete Closeout	04/12/16	G	See Note 2		
					Liquidate Funds	10/12/15	G	See Note 2	NA	
35	SRTS1-04-002	Ala County	Marshall Elementary School Vicinity Improvements							
	SRTS	\$450	Con	12/13	Submit Req for Auth	10/01/12	G	See Note 2	R	
					Complete Closeout	04/01/15	G	See Note 2		
	SRTS	\$50	PE	Prior	Liquidate Funds	10/01/14	G	See Note 2		
36	HRRR1-04-031	Ala County	Patterson Pass Road - PM6.4 Widen or Improve Shoulder							
	HBRR	\$717	Con	12/13	Submit Req for Auth	09/30/13	G	See Note 2	R	
					Complete Closeout	12/31/15	G	See Note 2		
	HBRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G	See Note 2		
37	ALA110039	Albany	Albany - Pierce Street Pavement Rehabilitation							
	STP	\$117	Con	10/11	Submit First Invoice	05/02/12	G	\$117 Obligated 5/2/11	R	
					Liquidate Funds	05/02/17	G	Contract Awd 7/12/11		

Green Zone Projects

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
38	ALA090068		BART	MacArthur BART Plaza Remodel						
		CMAQ	\$626	Con	10/11				\$626 Obligated 3/16/11 Transfer to FTA Grant	G
39	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 Transfer to FTA Grant	
40	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 Transfer to FTA Grant	
41	ALA110022		Berkeley	Berkeley - Sacramento St Rehab - Dwight to Ashby						
		STP	\$955	Con	10/11	Submit First Invoice	03/18/12	G	\$955 Obligated 3/18/11	Y
						Liquidate Funds	03/18/17	G	Contract Awd 7/19/11	
42	HSIP2-04-018		Fremont	Replace Concrete Poles with Aluminum in Median (Paseo Parkway)						
		HSIP	\$299		Prior	Complete Closeout	03/31/14	G	See Note 2	R
						Liquidate Funds	09/30/13	G	See Note 2	
43	HSIP3-04-005		Fremont	Paseo Padre Parkway - Walnut to Washington - Replace Poles						
		HSIP	\$120		12/13	Submit Req for Auth	09/01/12	G	See Note 2	R
						Complete Closeout	12/02/14	G	See Note 2	
		HSIP	\$23		Prior	Liquidate Funds	06/02/14	G	See Note 2	
44	HSIP3-04-006		Fremont	Paseo Padre Parkway - Walnut Ave and Argonaut Way						
		HSIP	\$458	Con	12/13	Submit Req for Auth	09/01/12	G	See Note 2	R
						Complete Closeout	12/02/14	G	See Note 2	
		HSIP	\$59		Prior	Liquidate Funds	06/02/14	G	See Note 2	
45	HSIP4-04-020		Fremont	Fremont Blvd / Eggers Dr						
		HSIP	\$316	Con	13/14	Submit Req for Auth	10/11/13	G	Assume no PE Request	NA
						Complete Closeout	01/12/16	G	See Note 2	
						Liquidate Funds	07/12/15	G	See Note 2	
46	HSIP4-04-022		Fremont	Fremont Blvd / Alder Ave						
		HSIP	\$391	Con	13/14	Submit Req for Auth	10/11/13	G	Assume no PE Request	NA
						Complete Closeout	01/12/16	G	See Note 2	
						Liquidate Funds	07/12/15	G	See Note 2	
47	HSIP2-04-009		Hayward	Carlos Bee Blvd between West Loop Rd and Mission Blvd						
		HSIP	\$725		Prior	Complete Closeout	03/31/14	G	See Note 2	NA
						Liquidate Funds	09/30/13	G	See Note 2	
48	ALA110014		Oakland	Oakland - MacArthur Blvd Streetscape						
		CMAQ	\$1,700	Con	10/11	Submit First Invoice	04/27/12	G	\$1.7M Obligated 4/27/11	Y
						Liquidate Funds	04/27/17	G	Contract Dated 8/19/11	
49	HSIP2-04-004		Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements						
		HSIP	\$223	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
						Liquidate Funds	03/30/14	G	See Note 2	

Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects

Index	TIP ID	Sponsor	Project Title							
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
50	HSIP2-04-005	Oakland								
	HSIP		\$81	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
						Liquidate Funds	03/30/14	G	See Note 2	
51	HSIP4-04-005	Oakland								
	HSIP		\$416	Con	13/14	Submit Req for Auth	12/13/13	G	Assume no PE Request	G
						Complete Closeout	03/13/16	G	See Note 2	
						Liquidate Funds	09/13/15	G	See Note 2	
52	HSIP4-04-011	Oakland								
	HSIP		\$485	Con	13/14	Submit Req for Auth	10/11/13	G	Assume no PE Request	G
						Complete Closeout	01/12/16	G	See Note 2	
						Liquidate Funds	07/12/15	G	See Note 2	
53	HSIP4-04-012	Oakland								
	HSIP		\$900	Con	13/14	Submit Req for Auth	10/11/13	G	Assume no PE Request	G
						Complete Closeout	01/12/16	G	See Note 2	
						Liquidate Funds	07/12/15	G	See Note 2	
54	SRTS1-04-014	Oakland								
	SRTS		\$700		Prior	Complete Closeout	03/31/14	G	See Note 2	G
						Liquidate Funds	09/30/13	G	See Note 2	
55	ALA110021	Pleasanton								
	STP		\$876	Con	10/11	Submit First Invoice	04/14/12	G	\$876 Obligated 4/14/11	R
						Liquidate Funds	04/14/17	G	Contract Awd 6/21/11	
56	ALA110020	San Leandro								
	STP		\$807	Con	10/11	Submit First Invoice	03/29/12	G	\$807 Obligated 3/29/11	Y
						Liquidate Funds	03/29/17	G	Contract Awd 5/5/11	
57	HSIP4-04-015	San Leandro								
	HSIP		\$373	Con	13/14	Submit Req for Auth	03/12/14	G	Assume no PE Request	G
						Complete Closeout	04/12/16	G	See Note 2	
						Liquidate Funds	10/12/15	G	See Note 2	
58	ALA110017	Union City								
	STP		\$861	Con	10/11	Submit First Invoice	04/13/12	G	\$861 Obligated 4/13/11	Y
						Liquidate Funds	04/13/17	G	Contract Awd 6/14/11	

Notes:

- 1 MTC Reso 3606 deadline is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete required activity.
- 2 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.

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.
Yellow Zone	Projects with an Amendment to the TIP pending.

Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.

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

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

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

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

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.



Memorandum

DATE: October 27, 2011

TO: Programs and Projects Committee (PPC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of CMA Exchange Program Quarterly Status Monitoring Report

Recommendation:

It is recommended Alameda the Commission approve the CMA Exchange Program Quarterly Status Report, dated October 31, 2011. ACTAC is scheduled to consider this item on November 1, 2011.

Information:

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange. No additional revenue has been received since the previous status report dated April 2011.

Attachments:

Attachment A – CMA Exchange Projects Quarterly Status Report

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CMA Exchange Projects - Quarterly Status Report
Status Date: October 31, 2011

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 10/20/2011)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E	
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E	
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E	
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 6,378,000	\$ -	Done	E	
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 7,531,000		\$ 7,531,000	12/31/15	D	
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/10	D	
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	12/31/10	E	
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000	\$ 1,147,545	\$ 152,455	12/31/10	E	
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E	
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E	
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E	
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E	
16	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 1,813,153	\$ 7,500,847	12/31/10	E	

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Memorandum

DATE: October 27, 2011

TO: Programs and Projects Committee (PPC)

FROM: Jacki Taylor, Program Analyst

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

Recommendation:

It is recommended the Commission approve the TFCA At Risk Report, dated October 31, 2011. ACTAC is scheduled to consider this item on November 1, 2011.

Summary:

The 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 upcoming project delivery milestones. Due to the timing of the At Risk Report all projects in the recently approved FY 11/12 program are in the red zone for executing a funding agreement by January 2012. The other red zone projects are for funding expiration dates in December 2011 and January 2012. For these projects, either the deadline is anticipated to be met, or an extension request is pending.

Information:

The 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 upcoming project delivery milestones. For this reporting cycle, there are a total of 39 active projects, 15 of which are listed under the report’s “Green Zone” and do not have required activities due for eight months or more. Of the 24 remaining projects in the “Red Zone”, 14 have FY 11/12 funding agreements due by January 2012. The other 10 are in for funding expiration dates in late December 2011 or mid January 2012. For these projects, either a confirmation has been received that the deadline will be met, or a funding extension has been requested (and is scheduled for approval by the Alameda CTC Board on October 27th). As noted at the end of the report, The South Fremont Arterial project, 09ALA05, has been completed and will be removed from the next report.

Note that an estimated project start date is included under the “Date Due” column of the report, but it is not assigned an associated zone of risk. Actual start dates are added to the report as they are provided by the project sponsor.

Attachments:

Attachment A – TFCA Program Manager Fund At Risk Report

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

Report Date: October 31, 2011

<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)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditure deadline Dec '11 Expenditures not complete 2nd Extension approved 10/28/10 FMR Due Mar '12
			\$ 275,405	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 6,403.00	FMR	Mar-12		
				Expend Deadline Met?	12/22/11		
08ALA01	ACOMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '11 1st Extension approved 10/28/10 Expenditures not complete FMR Due Mar '12 2nd extension req. pending
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 229,015.97	FMR	Mar-12		
				Expend Deadline Met?	12/22/11		
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditure deadline Dec '11 1st Extension approved 10/28/10 Expenditures not complete FMR Due Mar '12
			\$ 66,500	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	12/22/11		
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditure deadline Dec '11 Expenditures not complete FMR Due Mar '12
			\$ 247,316	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	12/22/11		
09ALA01	ACOMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12 1st extension request pending
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 192,093.98	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditure deadline Jan '12 Expenditures complete FMR Due Oct '11
			\$ 170,000	Project Start	Mar-10	Apr-10	
			TFCA Expended	Final Reimbursement	12/31/13	07/29/11	
			\$ 170,000.00	FMR	Oct-11		
				Expend Deadline Met?	01/13/12	Yes	
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 46,887	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12 1st extension request pending
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA08	ACOMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 280,000	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 90,746.92	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA10	ACOMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 96,000	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 230,900	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		

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

Report Date: October 31, 2011

<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), continued							
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 40,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 100,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 194,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 52,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 256,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA07	Hayward	Post-project Monitoring/ Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 50,300.00	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 190,000.00	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 125,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 52,154	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA11	Pleasanton	Pleasanton Trip Reduction Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 52,816	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		

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

Report Date: October 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months), continued							
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 59,500	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda Business Park (FY 11/12)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 42,947	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
11ALA15	LAVTA	Route 10 - Dublin/ Pleasanton BART to Livermore ACE Station (FY 11/12)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 141,542	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
GREEN ZONE (Milestone deadline beyond 7 months)							
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice received Jan'11 FMR Due Feb '13 (Required 2-year post-project reporting due Feb 2013)
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493.00	FMR	Feb-13		
				Expend Deadline Met?	12/22/10	Yes	
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 110,000	Project Start	Mar-11	Jan-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 46,041.00	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 210,000	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 90,201.93	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 166,880	Project Start	Mar-11	Feb-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 90,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		

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

Report Date: October 31, 2011

<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>
GREEN ZONE (Milestone deadline beyond 7 months), continued							
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 52,000	Project Start	Mar-11	Aug-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA08	AC Transit	TravelChoice-New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 165,000	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 2,583.00	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures complete Final invoice received FMR received
			\$ 96,860	Project Start	Mar-11	Nov-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 53,688.18	FMR	Jan-13	Sep-11	
				Expend Deadline Met?	10/28/12		
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures complete Final invoice received FMR received
			\$ 60,380	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 37,406.46	FMR	Jan-13	Sep-11	
				Expend Deadline Met?	10/28/12		
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 70,677	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 20,182.89	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 72,299	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 20,859.93	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA13	San Leandro	San Leandro Links (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 66,605	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
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 TBD FMR due date TBD
			\$ 245,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
				Expend Deadline Met?	TBD		
Completed Projects (will be removed from the next monitoring report)							
09ALA05	Fremont	South Fremont Arterial Management	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '12 Expenditures complete Relinquishment letter received 7/14/11 for the remaining balance of \$8,195.73 FMR received
			\$ 223,804.27	Project Start	Jan-10	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13	07/29/11	
			\$ 223,804.27	FMR	Mar-12	Jul-11	
				Expend Deadline Met?	01/13/12	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

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

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



Memorandum

DATE: October 28, 2011

TO: Programs and Projects Committee

FROM: John Hemiup, Senior Transportation Engineer

SUBJECT: Acceptance of Semi-Annual Alameda CTC Program Status Update on Pass-Through Fund Program and Grant Programs

Recommendation

It is recommended the Commission accept the Semi-Annual Alameda CTC Program Status Update on Pass-Through Fund Program and Grant Programs

Summary

Approximately 60 percent of the net revenues received from the Measure B half-cent transportation sales tax in Alameda County fund programs. Alameda CTC allocates these funds throughout the County for essential programs, services, and projects. On a monthly basis, Alameda CTC disburses pass-through program funds to 20 agencies/jurisdictions, via formulas and percentages, for five programs: bicycle and pedestrian safety, local streets and roads, mass transit including express bus services, and services for seniors and people with disabilities (paratransit). Pass-through program recipients are required to submit annual independent compliance audits and accompanying annual descriptive compliance reports at the end of each calendar year. For fiscal year 10-11 (FY 10-11), the audits are due to Alameda CTC on December 27, 2011 and the compliance reports are due on December 31, 2011.

Local agencies/jurisdictions and nonprofit organizations may also receive Measure B grant awards through four grant programs. Alameda CTC requires grant recipients to submit progress reports every six months. This report summarizes the status of pass-through programs through FY 10-11 (based on Alameda CTC allocations), and grant programs through June 30, 2011 (as reported by recipients).

Background

Summary of Pass-through Fund Program

Since sales tax collection began for the 2000 Measure B on April 1, 2002, Alameda CTC has collected and distributed over \$537 million in program funds, including pass-through and grant funds, to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes. In FY 10-11, Alameda CTC distributed \$56,693,936 in pass-through program funds to recipients.

Pass-through fund program highlights:

- Alameda CTC distributed pass-through funds to 14 local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; Alameda County; and five transportation agencies: Alameda-Contra Costa Transit District (AC Transit), Altamont Commuter Express Rail Service, Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART), and Union City Transit.
- Of the \$56.6 million in Measure B pass-through distributions, over \$22.4 million (39.66 percent) funded local streets and roads projects; over \$21.3 million (37.67 percent) funded mass transit projects; \$9 million (16 percent) funded paratransit projects and programs; and over \$3.7 million (6.66 percent) funded bicycle and pedestrian projects.
- Alameda CTC also distributed \$163,090 in Measure B cash-flow stabilization funds to AC Transit and BART in maintaining service levels.

Total FY 10-11 Measure B sales tax revenues were \$105.4 million, which was higher than the \$102 million initially projected. This resulted in more revenues available to agencies and jurisdictions in FY 10-11, based on the distribution formulas and percentages. In comparison to FY 09-10, Measure B Pass-through allocations increased by \$5.8 million, an increase of approximately 11.6 percent of total FY 09-10 pass-through allocations.

Summary of Grant Programs

Alameda CTC also distributes Measure B grant funds to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes, through four grant programs. Before awarding grants to project sponsors, the Alameda CTC evaluates grant proposals. For the CDF and Paratransit Gap programs, community advisory committees also review and make recommendations on which projects to fund. In FY 10-11, Alameda CTC reimbursed project sponsors a total of over \$4 million.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program: Bicycle and pedestrian safety projects help close gaps for pedestrians and bicyclists, encourage walking and biking, and make travel safer for people throughout Alameda County. Alameda CTC has allocated over \$8.7 million over four funding cycles to 41 projects including: capital projects, programs, and master plans. The Alameda CTC Bicycle and Pedestrian Advisory Committee makes recommendations on all CDF awards to the Commission. Currently, 12 CDF projects are active. In FY 10-11, Alameda CTC reimbursed grant project sponsors a total of over \$1.2 million.

Countywide Express Bus Service Grant Program: The Expenditure Plan includes \$10 million (1998 dollars) for Express Bus Service programs. These programs are designed to improve rapid bus services throughout the County. To date, Alameda CTC has allocated over \$6.6 million over two grant cycles to two transportation agencies for six express bus service projects. Two express bus service projects are active. In FY 10-11, Alameda CTC reimbursed grant project sponsors a total of over \$1.4 million.

Special Transportation for Seniors and People with Disabilities Fund (Paratransit Gap) Grant Program: The Expenditure Plan includes \$148.6 million (1998 dollars) for the

Paratransit Gap Fund. Paratransit Gap projects improve transportation access for seniors and people with disabilities in a variety of ways: from shuttle, taxi, and transportation services, including special transportation services for individuals with dementia, to much-needed programs such as rider care and fare assistance, travel escorts, and travel and safety awareness training. Alameda CTC has allocated over \$10.5 million over four funding cycles to 52 transportation projects and programs for seniors and people with disabilities. The Alameda CTC Paratransit Advisory and Planning Committee makes recommendations to the Commission on all Paratransit Gap grant funding. Currently, 18 Gap Grant projects are active. In lieu of issuing a Cycle 5 Gap Grant call for projects in FY 10-11, the Commission approved supplemental funding and/or extensions for 12 current projects. In FY 10-11, Alameda CTC reimbursed grant project sponsors over \$1.1 million.

Transit Oriented Development Grant Program: The Expenditure Plan includes \$2.7 million (1998 dollars) for the Transit Center Development (TCD) Fund, also referred to as transit oriented development (TOD), or priority development areas (PDAs). These grant projects focus on development of mixed-use residential or commercial areas designed to maximize access to public transportation. Alameda CTC makes these funds available to Alameda County cities and to the County to encourage development near transit centers. The Commission has allocated over \$1.1 million to eight TOD projects throughout Alameda County. Currently, two TOD projects are active. In FY 10-11, Alameda CTC reimbursed grant project sponsors a total of \$235,351.

Grant program highlights:

- Overall, the four grant programs have been successful, meeting and exceeding performance measures and other markers of success. The 70 complete projects have expanded access to transportation and improved mobility in Alameda County in a number of ways for each type of grant program (see Attachment A for information on complete projects).
- Since Measure B grant funding began in 2004, over 40 agencies and nonprofit organizations have received grant awards.
- As of March 2011, Alameda CTC has awarded 107 grant projects in the amount of \$27.1 million.
- These grant programs have leveraged Measure B funds to cover total grant program costs of over \$108.5 million.
- Currently, 33 grants are active

Summary of Grant Funding Cycles

The following summary of all Measure B grant programs provides detail on the Measure B grant cycles to date, including the Measure B award amount to date and the total number of projects for each cycle. The attachments that follow provide funding information for each grant project and list the complete projects (Attachment A), as well as provide additional detail on all active grant projects (Attachments B – E).

Total Measure B Awards for Four Grant Programs

Grant	Cycle	Start Date	Measure B Awards	Total Project	Total Projects	Active Projects
CDF	4	07/01/09	\$4,125,000	\$8,409,696	12	10
	3	07/01/07	\$2,407,292	\$16,592,705	14	1
	2	04/28/05	\$1,000,000	\$2,143,921	8	0
	1	02/26/04	\$1,250,000	\$5,845,092	7	0
		Subtotal:	\$8,782,292	\$32,991,414	41	11
EBS	2	07/01/06	\$3,528,157	\$5,069,679	3	1
	1	07/01/09	\$3,170,843	\$12,284,677	3	1
		Subtotal:	\$6,699,000	\$17,354,356	6	2
GAP	4	07/01/08	\$5,185,501	\$7,165,794	20	15
	3	07/01/06	\$3,831,152	\$4,464,835	16	3
	1 & 2	07/01/04	\$1,536,365	\$1,536,365	16	0
		Subtotal:	\$10,553,018	\$13,166,994	52	18
TOD	2	07/01/07	\$767,000	\$43,369,344	4	2
	1	07/01/05	\$340,390	\$1,662,175	4	0
		Subtotal:	\$1,107,390	\$45,031,519	8	2
Total:			\$27,141,700	\$108,544,283	107	33

Key:

CDF = Bicycle and Pedestrian Countywide Discretionary Fund Grant Program

EBS = Countywide Express Bus Service Grant Program

GAP = Paratransit Gap Grant Program

TOD = Transit Oriented Development Grant Program

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A – Alameda CTC Grant Program Summary

Attachment B – Bicycle and Pedestrian CDF Grant Program Status Update

Attachment C – Express Bus Service Grant Program Status Update

Attachment D – Paratransit Gap Grant Program Status Update

Attachment E – Transit Oriented Development Grant Program Status Update

ACTIA Program Grant Projects Summary Table
Bicycle and Pedestrian/Express Bus/Paratransit/TOD

Grant Program	Cycle	Agreement No.	Grant Project Sponsor	Grant Project Name	Current (Amended) MB Funds	Current Other Funds	Current (Amended) Total Project Cost	Project Status		
Bicycle and Pedestrian	1	A04-0016	City of Oakland	Eastlake Streetscape and Pedestrian Enhancement Project	\$262,000	\$2,827,600	\$3,089,600	Complete		
		A04-0018	City of Oakland Public Works Agency	Oakland Bicycle Master Plan Update	\$134,000	\$166,440	\$300,440	Complete		
		A04-0017	City of San Leandro	San Leandro Bay Trail Slough Bridge	\$0	\$0	\$0	Superseded		
		A04-0019	County of Alameda Public Works Agency	Alameda County Pedestrian Master Plan for Unincorporated Areas	\$120,000	\$50,000	\$170,000	Complete		
		A04-0022	East Bay Asian Youth Center	Bicycle Education Programs	\$222,750	\$170,000	\$392,750	Complete		
		A04-0021	East Bay Regional Park District	Iron Horse Trail	\$450,000	\$1,381,052	\$1,831,052	Complete		
		A04-0023	University of California (Berkeley)	UC Berkeley Bicycle Plan	\$61,250	\$0	\$61,250	Complete		
			Cycle 1 Grants (7) Subtotal			\$1,250,000	\$4,595,092	\$5,845,092		
	2	A05-0030	Alameda County Congestion Mangement Agency	Countywide Bicycle Plan Update	\$30,000	\$20,000	\$50,000	Complete		
		A05-0036	Alameda County Public Works Agency	Coliseum BART to Bay Trail Connector Environmental Study	\$100,000	\$15,000	\$115,000	Complete		
		A05-0031	City of Alameda	City of Alameda Pedestrian Master Plan	\$36,000	\$9,000	\$45,000	Complete		
		A05-0035	City of Albany	Buchanan and I-80/I-580 Intersection Alternative Bicycle/Pedestrian Connector Trail	\$75,000	\$35,000	\$110,000	Complete		
		A05-0034	City of Oakland	Market Street Bikeway Project	\$235,000	\$459,921	\$694,921	Complete		
		A05-0032	City of Union City	11th Street Enhancement Project	\$300,000	\$497,000	\$797,000	Complete		
		A05-0033	East Bay Regional Park District	Alamo Canal Trail Undercrossing of I-580 Feasibility Study	\$50,000	\$50,000	\$100,000	Complete		
		A05-0037	San Francisco Bay Area Rapid Transit District	BART Station Electronic Bicycle Lockers	\$174,000	\$58,000	\$232,000	Complete		
				Cycle 2 Grants (8) Subtotal			\$1,000,000	\$1,143,921	\$2,143,921	
	3	A07-0004	Alameda County Public Works Agency	Union Pacific (Oakland Subdivision) Railroad Corridor Improvement Plan	\$75,000	\$75,000	\$150,000	Complete		
		A07-0003	Alameda-Contra Costa Transit District	Bike Racks for New Buses	\$20,000	\$23,578	\$43,578	Complete		
		A07-0005	Berkeley Redevelopment Agency	Aquatic Park Connection Streetscape Improvement Project - Phase 1 Bike & Ped Improvements	\$65,000	\$1,160,000	\$1,225,000	Active		
		A07-0006	City of Alameda	Alameda-Oakland Estuary Crossing Feasibility Study	\$100,000	\$310,797	\$410,797	Complete		
		A07-0007	City of Albany	Buchanan Bicycle/Pedestrian Path	\$266,000	\$51,600	\$317,600	Complete		
		A07-0008	City of Berkeley	Ashby BART Station/Ed Roberts Campus Pedestrian and Bicycle Access and Safety Project	\$136,000	\$6,914,000	\$7,050,000	Complete		
		A07-0009	City of Berkeley	Travel Choice - Berkeley	\$190,000	\$447,000	\$637,000	Complete		
		A07-0010	City of Livermore	Iron Horse Trail Feasibility & Engineering Study	\$70,000	\$98,000	\$168,000	Complete		
		A07-0011	City of Oakland	MacArthur Transit Hub Streetscape Improvement Project	\$215,000	\$2,608,000	\$2,823,000	Complete		
		A07-0012	City of Pleasanton	Pleasanton Pedestrian & Bicycle Master Plan	\$111,000	\$0	\$111,000	Complete		
		A07-0013	City of San Leandro	Bay Trail Slough Bridge	\$150,000	\$1,860,000	\$2,010,000	Complete		
		A07-0015	East Bay Bicycle Coalition	Bicycle Safety Education Classes	\$38,000	\$3,250	\$41,250	Complete		
		A07-0014	East Bay Regional Park District	I-580 Undercrossing, Alamo Canal Trail	\$235,000	\$100,000	\$335,000	Complete		
		A07-0016	Transportation and Land Use Coalition	Safe Routes to School (SR2S) Alameda County Partnership	\$736,292	\$534,188	\$1,270,480	Complete		
			Cycle 3 Grants (14) Subtotal			\$2,407,292	\$14,185,413	\$16,592,705		
	4	A09-0023	Alameda County Transportation Commission	Alameda Countywide Bicycle Plan Update	\$130,000	\$46,104	\$176,104	Active		
		A09-0021	City of Albany	Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan	\$130,000	\$55,800	\$185,800	Active		
		A09-0018	City of Dublin	Alamo Canal Regional Trail Undercrossing of I-580: Construction	\$891,000	\$1,760,000	\$2,651,000	Active		
		A09-0020	City of Fremont	Irvington Area Pedestrian Improvements	\$342,000	\$58,000	\$400,000	Active		
		A09-0026	City of Fremont	Tri-City Senior Walk Clubs	\$77,000	\$15,000	\$92,000	Active		
		A09-0022	City of Newark	Newark Pedestrian and Bicycle Master Plan	\$119,000	\$30,000	\$149,000	Active		
		A09-0017	City of Oakland	Lakeshore/Lake Park Avenue Complete Streets Project	\$573,599	\$633,992	\$1,207,591	Active		
		A09-0025	East Bay Bicycle Coalition	Bicycle Safety Education Program	\$315,401	\$4,800	\$320,201	Active		
		A09-0019	East Bay Regional Parks District	Iron Horse Trail Feasibility Study - Dublin BART to Santa Rita Road	\$25,000	\$25,000	\$50,000	Complete		
		A09-0024	TransForm	Safe Routes to Schools Alameda County Partnership	\$820,000	\$1,075,000	\$1,895,000	Complete		
		A09-0027	TransForm	TravelChoice New Residents	\$175,000	\$178,000	\$353,000	Active		
		ACTIA-6 (A09-0016)	Alameda CTC	East Bay Greenway Environmental Review and Implementation Strategy	\$527,000	\$403,000	\$930,000	Active		
				Cycle 4 Grants (12) Subtotal			\$4,125,000	\$4,284,696	\$8,409,696	
				41 Bicycle and Pedestrian - Cycles 1 - 4 Grants Total			\$8,782,292	\$24,209,122	\$32,991,414	
Express Bus		1	A06-0039	Alameda-Contra Costa Transit District	Ardenwood Express Bus Park and Ride Improvements	\$1,500,000	\$6,800,000	\$8,300,000	Complete	
			A06-0038	Alameda-Contra Costa Transit District	Express Bus Connectivity - Major Hubs	\$21,843	\$2,427	\$24,270	Complete	
	A06-0040		Livermore Amador Valley Transit Authority	LAVTA Bus Rapid Transit	\$1,649,000	\$2,311,407	\$3,960,407	Active		
			Cycle 1 Grants (3) Subtotal			\$3,170,843	\$9,113,834	\$12,284,677		
	2	Pending	Alameda-Contra Costa Transit District	Alameda County Countywide Express Bus Plan (from Cycle 1 funding)	\$0	\$0	\$0	Superseded		
		A09-0035	Alameda-Contra Costa Transit District	1R International Rapid Weekday and Weekend Operations (funding rolled over from superseded)	\$2,028,157	\$1,171,522	\$3,199,679	Complete		
		A09-0036	Livermore Amador Valley Transit Authority	LAVTA Express Bus Operating Assistance	\$1,500,000	\$370,000	\$1,870,000	Active		
		Cycle 2 Grants (3) Subtotal			\$3,528,157	\$1,541,522	\$5,069,679			
		6 Express Bus - Cycles 1-2 Grants Total			\$6,699,000	\$10,655,356	\$17,354,356			
Paratransit	1 & 2	A04-0027	City of Alameda	Medical Return Trip Improvement Program (MRTIP)	\$64,514	\$0	\$64,514	Complete		
		A04-0026	City of Albany	Medical Return Trip Improvement Program (MRTIP)	\$11,480	\$0	\$11,480	Complete		
		A04-0028	City of Berkeley	Medical Return Trip Improvement Program (MRTIP)	\$76,163	\$0	\$76,163	Complete		
		A04-0029	City of Emeryville	Medical Return Trip Improvement Program (MRTIP)	\$10,080	\$0	\$10,080	Complete		
		A04-0033	City of Fremont	Paratransit Fare Assistance Program	\$52,388	\$0	\$52,388	Complete		
		A04-0033	City of Fremont	Travel Escort Program	\$77,836	\$0	\$77,836	Complete		
		A04-0033	City of Fremont	Medical Outreach Transportation Program (South County)	\$89,599	\$0	\$89,599	Complete		
		A04-0031	City of Hayward	Pre-scheduled Non-Medical Trips	\$93,700	\$0	\$93,700	Complete		
		A04-0031	City of Hayward	Same Day Medical Trips	\$164,650	\$0	\$164,650	Complete		
		A04-0031	City of Hayward	Joint Medical Transportation Outreach Project	\$26,023	\$0	\$26,023	Complete		
		A04-0031	City of Hayward	Group Recreational Trips	\$93,700	\$0	\$93,700	Complete		
		A04-0030	City of Oakland	Medical Return Trip Improvement Program (MRTIP)	\$397,783	\$0	\$397,783	Complete		
		A04-0030	City of Oakland	Accessible Home Improvement Paratransit Program (AHIPP)	\$132,763	\$0	\$132,763	Complete		
		A04-0032	City of San Leandro	Joint Medical Transportation Outreach Project	\$7,500	\$0	\$7,500	Complete		
		A04-0032	City of San Leandro	San Leandro Out of Town Medical Trips	\$96,975	\$0	\$96,975	Complete		
		A04-0036	Livermore Amador Valley Transit Authority/Pleasanton Paratransit	Tri-Valley Taxi Study for Seniors and Disabled	\$141,211	\$0	\$141,211	Complete		
			Cycles 1 & 2 Grants (16) Subtotal			\$1,536,365	\$0	\$1,536,365		
	3	ACTIA-3	Alameda County Transportation Improvement Authority	Countywide Mobility Coordination Program	\$500,000	\$0	\$500,000	Complete		
		ACTIA-2 (A06-0044)	Alameda County Transportation Improvement Authority/City of Fremont	South County Taxi Pilot Project (includes \$100k to St. MiniCab PSA)	\$455,700	\$0	\$455,700	Active		
		ACTIA-1 (A06-0044)	Alameda County Transportation Improvement Authority/City of Fremont	Tri-City Travel Training Pilot Project	\$230,000	\$60,000	\$290,000	Active		
		A06-0030	Alameda-Contra Costa Transit District	East Bay Paratransit Mobile Data Computer/Automatic Vehicle Location Pilot Program	\$500,000	\$61,645	\$561,645	Complete		
		A06-0036	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$300,000	\$348,743	\$648,743	Complete		
		A06-0028	Bay Area Community Services	Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion	\$240,245	\$5,129	\$245,374	Active		
		A06-0034	Bay Area Community Services	North Alameda County Group Trip Program	\$240,454	\$17,447	\$257,901	Complete		
		A06-0035	Center for Independent Living/USOAC	Outreach and Travel Training Project of North Alameda County	\$239,976	\$18,888	\$258,864	Complete		
		A06-0027	City of Berkeley/Ed Roberts Campus	Ashby BART Station/Ed Roberts Campus	\$141,000	\$16,000	\$157,000	Complete		
		A06-0044	City of Fremont	Older Driver Safety Awareness Program	\$36,000	\$0	\$36,000	Complete		
		A06-0044	City of Fremont	Volunteers for Independence Program	\$73,483	\$0	\$73,483	Complete		
		A06-0032	City of Hayward	Hayward Ride-Today!	\$355,700	\$0	\$355,700	Complete		
		A06-0031	City of Newark	Fare Assistance for AC Transit Circulator Routes	\$93,026	\$0	\$93,026	Complete		
		A06-0033	Livermore Amador Valley Transit Authority/Pleasanton Paratransit	LAVTA Paratransit Customer Service Software	\$175,000	\$26,000	\$201,000	Complete		
		A06-0037	Livermore Amador Valley Transit Authority/Pleasanton Paratransit	Tri-Valley Travel Training Program	\$123,800	\$57,460	\$181,260	Complete		
		A06-0029	San Francisco Bay Area Rapid Transit District	East Bay Paratransit Rider Care Specialist	\$126,768	\$22,371	\$149,139	Complete		
			Cycle 3 Grants (16) Subtotal			\$3,831,152	\$633,683	\$4,464,835		
	4	ACTIA-4	Alameda County Transportation Improvement Authority	Central County Taxi Program Expansion and "Guaranteed Ride Home" for Travel Training Participants	\$35,000	\$0	\$35,000	Cancelled		
		ACTIA-5	Alameda County Transportation Improvement Authority	Countywide Mobility Coordination	\$374,000	\$0	\$374,000	Complete		
		A08-0025	Alameda-Contra Costa Transit District	Interactive Voice Response (IVR)/Web-based Scheduling Software	\$200,000	\$0	\$200,000	Active		
		A08-0026	Alameda-Contra Costa Transit District	New Freedom Fund Grant Match	\$36,000	\$144,000	\$180,000	Active		
		A08-0024	Alameda-Contra Costa Transit District	EBP Mobile Data Terminal/Automatic Vehicle Locator Project	\$306,000	\$300,000	\$606,000	Active		
		A08-0029	Alzheimer's Services of the East Bay	Driving Growth through Transportation: Special Transportation Services for Individuals with Dementia	\$580,000	\$661,880	\$1,241,880	Active		
		A08-0030	Bay Area Outreach and Recreation Program	BORP North County Youth/Adults with Disabilities Group Trip Project	\$474,200	\$153,230	\$627,430	Active		
		A08-0031	Centers for Independent Living	Mobility Matters!	\$469,064	\$123,395	\$592,459	Active		
		A08-0032	City of Albany	Albany Senior Center Community Shuttle Bus	\$161,600	\$30,900	\$192,500	Active		
		A08-0033	City of Emeryville	94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities	\$292,000	\$18,000	\$310,000	Active		
		A08-0034	City of Fremont	VIP Rides Program	\$308,148	\$0	\$308,148	Active		
		A08-0035	City of Hayward	Hayward Round About - Paratransit Shuttle Service	\$440,000	\$0	\$440,000	Complete		
		A08-0036	City of Oakland	GRIP - Grocery Return Improvement Program	\$275,885	\$0	\$275,885	Active		
		A08-0037	City of Oakland - Department of Human Resources	TAXI - UP & GO Project	\$235,472	\$260,840	\$496,312	Active		
		A08-0038	City of Pleasanton	Downtown Route	\$513,792	\$75,208	\$589,000	Active		
		A08-0039	City of Pleasanton	Rider Assessment Service	\$9,200	\$8,927	\$18,127	Complete		
		A08-0041	Livermore Amador Valley Transit Authority	Paratransit Vehicle Donation Program and Dial-a-Ride Scholarship	\$95,000	\$4,813	\$99,813	Closing Out		
		A08-0040	Livermore Amador Valley Transit Authority	LAVTA Livermore Senior Housing Shuttle	\$191,000	\$9,500	\$200,500	Complete		
		A08-0042	San Francisco Bay Area Rapid Transit District	Learn BART! A Picture Guide to Riding BART	\$43,000	\$21,600	\$64,600	Active		
		A08-0043	Senior Support Program of the Tri Valley	Volunteers Assisting Same Day Transportation and Escorts	\$298,140	\$16,000	\$314,140	Active		
			Cycle 4 Grants (20) Subtotal			\$5,185,501	\$1,828,293	\$7,165,794		
			52 Paratransit - Cycles 1 - 4 Grants Total			\$10,553,018	\$2,461,976	\$13,166,994		
Transit Oriented Development	1	A05-0019	Alameda County Congestion Management Agency (ACOMA)	Transit Oriented Development Technical Assistance Program	\$250,000	\$50,000	\$300,000	Complete		
		A05-0046	City of Alameda	Alameda Point Station Area Plan Project	\$25,415	\$224,585	\$250,000	Complete		
		A05-0047	City of San Leandro	Downtown San Leandro Bus Rapid Transit Station Area Plan Project	\$51,750	\$648,250	\$700,000	Complete		
		A05-0048	City of Pleasanton	Pleasanton Hacienda Business Park Station Area Plan Project	\$13,225	\$398,950	\$412,175	Complete		
			Cycle 1 Grants (4) Subtotal			\$340,390	\$1,321,785	\$1,662,175		
	2	A07-0017	City of Livermore	Downtown Livermore Pedestrian Transit Connections Program	\$180,500	\$1,200,000	\$1,380,500	Complete		
		A07-0018	City of Fremont	Bay Street Streetscape Project	\$138,000	\$3,262,000	\$3,400,000	Active		
		A07-0019	City of Oakland	West Oakland Seventh Street Transit Village Streetscape	\$218,500	\$4,370,344	\$4,588,844	Active		
		A07-0020	City of Berkeley	Transportation Enhancements at Ashby BART Station/Ed Roberts Campus	\$230,000	\$33,770,000	\$34,000,000	Complete		
		Cycle 2 Grants (4) Subtotal			\$767,000	\$42,602,344	\$43,369,344			
		8 Transit Oriented Development - Cycles 1 - 2 Grants Total			\$1,107,390	\$43,924,129	\$45,031,519			
		107 ACTIA Program Grants Total (Paratransit + Bicycle and Ped + Express Bus+Transit Oriented Development)			\$27,141,700	\$81,250,583	\$108,544,283			

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Bicycle and Pedestrian CDF Grant Program

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

The active projects in this program appear below, in alphabetical order, according to the most recent grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 4 Bicycle and Pedestrian Grant Projects

- **Alameda Countywide Bicycle Plan Update (Alameda CTC):** The Alameda CTC is coordinating updates of the Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan that will reflect current bicycling and walking conditions, needs, and priorities in Alameda County.

 - The Alameda CTC has scheduled a release of draft plans in March 2012.
 - Staff and community advisory committees are reviewing draft chapters.
 - In July 2011, Alameda CTC executed an amendment to extend the agreement an additional year to October 31, 2012.

- **Alamo Canal Regional Trail – Interstate 580 Undercrossing (Construction) (City of Dublin):** The Alamo Canal Regional Trail in Dublin will connect with the Centennial Trail in Pleasanton, creating a 3.6-mile continuous Class 1 multi-use path.

 - The California Department of Transportation (Caltrans) has approved the National Environmental Policy Act (NEPA) documents.
 - City staff submitted the request for an authorization to proceed with construction to Caltrans.
 - The East Bay Regional Parks District received a TIGER II fund award for this project.

- **Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan (City of Albany):** The City of Albany is developing its first Pedestrian Plan and updating its current Bicycle Plan originally published in 2003.

 - Alameda CTC executed a third amendment in October 2011, authorizing an extension of the agreement end date to October 2012.
 - The Project Sponsor's team developed draft plans for 24 bicycle and pedestrian projects.
 - The Project Sponsor made several presentations to various commissions/committees and merchant associations, school districts, neighboring cities, and other stakeholders that the plan would impact.

- **Bicycle Safety Education Program (East Bay Bicycle Coalition (EBBC)):** EBBC has the goal of teaching 4,000 people to safely ride bicycles over the initial two years of their Measure B grant through its comprehensive bicycle safety education program.

 - An amendment request is pending to extend this project agreement for an additional year.
 - The Project Sponsor continues to conduct Traffic Skills 101 Classes, Train-the-Trainer sessions, Family Cycling Workshops, Kids' Bike Rodeos, Lunchtime Commute Workshops, How-to-Ride-a-Bike Classes and Police Diversion Outreach classes.

Bicycle and Pedestrian CDF Grant Program

- **East Bay Greenway Environmental Review and Implementation Strategy (Alameda CTC):** The East Bay Greenway eliminates barriers separating local communities and provides mobility for economically and socially disadvantaged communities through safe connections to five BART stations, two downtown areas, and multiple parks and schools, by building a 12-mile walking and biking path under and adjacent to the BART tracks between Oakland and Hayward.
 - Alameda CTC in collaboration with local and regional partners is currently obtaining environmental clearance to construct the segment that will connect to the Oakland Coliseum BART Station.
 - The project is included in a TIGER II grant awarded to the East Bay Regional Parks District.
- **Irvington Area Pedestrian Improvements (City of Fremont):** The City of Fremont is improving pedestrian safety in the Irvington Area of Fremont at signalized and non-signalized intersections, some of which are adjacent to bus stops.
 - An amendment request is pending to extend this project agreement for an additional year to October 31, 2012..
 - The City completed the design in June 2011, and completed the bid-ad-award process and hired a contractor in September 2011. Construction is scheduled to begin in January 2012.
 - The Project Sponsor anticipates construction completion by June 2012.
- **Lakeshore/Lake Park Avenue Complete Streets Project (City of Oakland):** The City of Oakland is coordinating improvements to create a “complete street” near Lakeshore and Lake Park Avenues.
 - The final plans, specifications, and estimates (PS&E) are complete.
 - The Project Sponsor held the bid opening in August 2011.
 - The Alameda CTC Board approved an extension of time to October 31, 2012.
- **Newark Pedestrian and Bicycle Master Plan (City of Newark):** The City of Newark is drafting its first Pedestrian and Bicycle Master Plan to thoroughly address gap closure needs and safety improvements, and to increase convenient access to public transit, activity centers, and schools.
 - Alameda CTC executed an amendment in September 2011 to extend the end date of this project through to October 31, 2012.
 - The draft version of the plan, including additional documentation, is available online for public viewing at <http://newarkbikepedplan.fehrandpeers.net/draft-documents>.
- **TravelChoice New Residents (TransForm):** This pilot program provides personalized outreach, exclusive transportation concierge services, and other transportation information to new residents of developments in walkable, transit-rich areas — to reduce the number of vehicle trips in new developments.
 - The Project Sponsor acquired matching funds from the Transportation Fund for Clean Air Program Managers grant program.
 - At the City of Berkeley pilot sites, the Project Sponsor offered free transit passes.

Bicycle and Pedestrian CDF Grant Program

- The Project Sponsor completed the program implementation guidelines for this successful transportation demand management/educational outreach program.
- **Tri-City Senior Walk Clubs (City of Fremont):** Each “Walk This Way Program” session, led by a fitness instructor/program facilitator, includes a 16-week curriculum of educational and motivational classes to promote the health benefits of walking, teach awareness of pedestrian safety and personal security, including how to avoid falls and injuries, and encourage walking as a mode of transportation and a means of connecting with public transit and local activity centers.
 - The Project Sponsor reviewed project progress with Generations Community Wellness and determined the changes needed for future program implementation.
 - The Project Sponsor conducted outreach to individuals and groups interested in Walk This Way.
 - The program facilitator implemented and led 16-week program sessions.

Cycle 3 Bicycle and Pedestrian Grant Projects

- **Aquatic Park Connection Streetscape Improvement Project (Berkeley Redevelopment Agency):** The goal of the Aquatic Park Connection Streetscape Improvement Project is to connect Berkeley's Fourth Street Shopping District, the only Berkeley Amtrak stop, the City of Berkeley's largest municipal park (Aquatic Park), and the Bicycle/Pedestrian Bridge over Interstate 80 that leads to trails in Eastshore State Park and the Bay Trail.
 - The Project Sponsor has completed the Measure B portion of this project, except for installation of one wayfinding sign.
 - .
 - The Project Sponsor installed bike racks/tree guards, pedestrian lighting, wayfinding, seating, and new sidewalks, as well as signage with funding from Alameda CTC.
 - The Alameda CTC Board approved an extension of time to October 31, 2012.

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Express Bus Service Grant Program**Attachment C: Express Bus Service Grant Program
Status Update on Active Projects**

The active projects in this program appear below, in alphabetical order, according to the most recent grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 2 Express Bus Service Grant Projects

- **LAVTA Express Bus Operating Assistance (LAVTA):** LAVTA Express Bus works in tandem with other local service programs to create, expand, and enhance express bus services countywide, with a focus on three existing, vital lines: the 20 X, the 12V, and the 70X.
 - All Measure B-funded routes are currently in operation.

Cycle 1 Express Bus Service Grant Projects

- **LAVTA Bus Rapid Transit (LAVTA):** LAVTA's initial concept for this project was to mirror the existing Route 10 service; however, due to project opposition by residents near the planned route, the Project Sponsor has maintained current 15-minute headways on the Pleasanton portion of the existing Local 10 line, and added Transit Signal Priority technology to the intersections in Pleasanton to speed up the current service, allowing this travel-time-sensitive rapid project to migrate to the Dublin side of Interstate 580.
 - In January 2011, the Project Sponsor launched Bus Rapid Transit service operations.

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Paratransit Gap Grant Program

Attachment D: Paratransit Gap Grant Program Status Update on Active Projects

The active projects in this program appear below, in alphabetical order, according to the most recent grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 4 Paratransit Gap Grant Projects

- **East Bay Paratransit Mobile Data Terminal (MDT)/Automatic Vehicle Locator (AVL) Project (AC Transit):** AC Transit secured federal funds to purchase and install MDT/AVL units in the East Bay Paratransit fleet that enable online scheduling and/or cancellation of trips and notify individuals of natural disasters, bridge closures, and other emergencies.
 - The Project Sponsor completed training and equipment testing in December 2010.
- **Interactive Voice Response (IVR)/ Web-based Scheduling Software (AC Transit):** The Project Sponsor secured federal funds to purchase and install IVR/Web-based scheduling software, enabling the IVR system to call passengers five minutes before the vehicle arrival time.
 - The Project Sponsor is currently finalizing a request for proposals (RFP) for the IVR/Web-based Scheduling software.
 - The Alameda CTC Board approved an extension of time to December 31, 2012.
- **New Freedom Fund Grant Match Program (AC Transit):** AC Transit is determining the feasibility of establishing a mobility management structure within its jurisdiction, by identifying and cataloging all transportation resources in the East Bay, that will foster coordinated transportation services.
 - The Alameda CTC Board approved reinstatement and an extension through December 2012, paralleling the extension MTC granted (provider of 80 percent of project funds) through August 2012.
 - Staff is working to finalize the scope of the RFP.
- **Driving Growth through Transportation: Special Transportation Services for Individuals with Dementia (Alzheimer's Services of the East Bay (ASEB)):** ASEB continues to provide transportation to those with moderate to late stage Alzheimer's disease or dementia, consistently increasing the number of individuals served and the trips provided with each fiscal year.
 - ASEB is running a pilot weekend program due to the increase in ridership.
 - The Project Sponsor received two awards: the California Association of Adult Day Services (CAADS) – a *Leadership Award* for the Executive Director, and a *Team Award* for the transportation team.

Paratransit Gap Grant Program

- **North County Youth/Adults with Disabilities Group Trip Project (Bay Area Outreach and Recreation Program (BORP)):** BORP provides accessible group trip transportation in North County for children, youth, and adults with disabilities who participate in sports and recreational programs.
 - The Project Sponsor has a 92 percent rider satisfaction rate.
 - Alameda CTC awarded additional Measure B funds due to the program's viability.
- **Mobility Matters! (Center for Independent Living):** The Center for Independent Living continues to expand the Outreach & Travel Training Project of Northern Alameda County, which conducts group and individualized travel training for seniors and people with disabilities in northern Alameda County.
 - Alameda CTC awarded additional Measure B funds and extended the project end date due to the program's success.
- **Albany Senior Center Community Shuttle Bus (City of Albany):** This shuttle bus enriches the lives of seniors and those with disabilities by expanding transportation services; the popular program provides a door-to-door shopping program, transportation for a walking group that goes on scenic walks in the Bay Area, and takes seniors on recreational day trips that provide lifelong learning and socialization.
 - The Project Sponsor consistently meets or exceeds project performance measures.
 - To date, the Project Sponsor has provided 2,650 shopping trips; 2,346 recreational day trips; 486 community-based organization field trips; and 2,268 walking club trips.
- **94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities (City of Emeryville):** The shuttle service program provides free ridership anywhere within the 94608 zip code to seniors and those with disabilities.
 - The *8-To-Go* service was featured in the City News/Activity Guide, which is delivered to every address in Emeryville and available for pick-up in many commercial areas.
- **VIP Rides Program (City of Fremont):** The City of Fremont links seniors and those with disabilities with volunteers who accompany them on paratransit rides through the VIP Rides Program, which provides assistance where needed, provides cost-effective, streamlined service delivery, and alleviates demand on existing paratransit services.
 - According to the most recent progress report, approximately 74 percent of the escort trips are for medical appointments.
- **GRIP – Grocery Return Improvement Project (City of Oakland):** GRIP offers on-demand return trips for individuals for grocery needs, provides on-demand or scheduled service for areas not served by East Bay Paratransit, and transports people awaiting Americans with Disabilities Act (ADA) certification.
 - All three components of the grant are active: 21-day Referral, Grocery Return, and Out of ADA programs.

Paratransit Gap Grant Program

- **Taxi – Up & Go Project! (City of Oakland – Department of Human Resources):** A partnership between the City of Oakland Paratransit for the Elderly and Disabled Program (OPED) and the Senior Companion Program (SPC), Taxi – Up & Go enhances and expands the taxi scrip program, providing transportation access escorts and case management support for frail, mono-lingual, and socially isolated residents in the City of Oakland.
 - Alameda CTC has extended the Taxi – Up & Go grant an additional year due to its tremendous success.
 - The Project Sponsor distributed annual satisfaction surveys during May and June 2011.
- **Downtown Route (DTR) (City of Pleasanton)** DTR provides shared-ride paratransit services to Pleasanton and Sunol residents, connecting senior housing complexes with the Main Street business district via a shuttle bus on a circular route through downtown Pleasanton.
 - The Project Sponsor added five new additional locations to the DTR, and added twice weekly stops to three existing locations.
 - An additional five “flex stops” offer direct transfer opportunities to the Wheels Fixed Route Buses.
- **Paratransit Vehicle Donation Program and Dial-A-Ride Scholarship Project (LAVTA):** The keystone of this project is offering surplus paratransit vehicles retired from the Wheels Dial-a-Ride fleet to community-based organizations, in addition to offering Dial-a-Ride scholarships.
 - The success of this program garnered an Alameda CTC-approved extension of one year to maintain its current level of service.
- **Learn BART! A Picture Guide to Riding BART (BART):** Funded by Measure B, the *LearnBART!* Booklet targets visually impaired people and those with limited English skills; it illustrates how a rider gets on the correct train, buys a ticket, finds the correct platform, and if parking a vehicle at the station, chooses a parking space.
 - The Project Sponsor reports that concept development is complete.
 - Illustrations for all pages are complete.
- **Volunteers Assisting Same Day Transportation and Escorts (Senior Support Program of the Tri Valley):** The Volunteers Assisting Same Day Transportation program provides same-day, door-to-door transportation service in the Greater Bay Area for seniors, in addition to volunteer escorts for those who cannot use public transportation independently.
 - Over 230 Tri-Valley seniors are signed up for the Volunteers Assisting Same Day Transportation and program.

Paratransit Gap Grant Program

Cycle 3 Paratransit Gap Grant Projects

- **Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion (Bay Area Community Services (BACS)):** This BACS project fills a service gap in the City of Oakland's shuttle network by expanding services of the existing Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle programs.
 - The Project Sponsor has surpassed project performance measures.
 - Beginning in July 2011, BACS added an extra day of service to East Oakland residents, serving an additional five senior residences.
- **South County Taxi Pilot Program (Alameda CTC and City of Fremont):** The South County Taxi Pilot Program continues to provide safety-net, same-day taxi service to city-based program registrants in the cities of Fremont, Union City, and Newark.
 - Tri-City paratransit staff, Alameda CTC staff, the contractor, and the Paratransit Coordination staff hold regular meetings to review complaints and operational procedures, and to ensure all parties involved understand project expectations.
- **Tri-City Travel Training Pilot Program (City of Fremont):** Tri-City Travel Training teaches seniors and people with disabilities in Fremont, Newark, and Union City how to use public transportation, including AC Transit buses and BART trains.
 - The Project Sponsor is implementing travel training workshops at various locations throughout the community.
 - Follow-up surveys are sent to workshop participants to enable continuous program improvement.
 - During the last reporting period, the Project Sponsor provided two 2-day travel training workshops and five Transit Adventure Program trips through this group follow-up program that teaches older adults and people with disabilities how to use public transit to get to various community destinations.

Transit Oriented Development Grant Program

**Attachment E: Transit Oriented Development Grant Program
Status Update on Active Projects**

The active projects in this program appear below, in alphabetical order, according to the most recent grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 2 Transit Oriented Development Grant Projects

- **Bay Street Streetscape Project (City of Fremont):** This City of Fremont streetscape project enhances Bay Street in Fremont with pedestrian and bicycle access to high-volume transit hubs.
 - The Project Sponsor reports that contract work items are complete.
- **West Oakland Seventh Street Transit Village Streetscape (City of Oakland):** This transit village streetscape project improves bicycle and pedestrian access to the West Oakland BART Station.
 - Phase III, northside construction, is underway.
 - Phases I and II, which include construction on the south side and median, are complete.

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Memorandum

Date: October 21, 2011

To: Programs and Projects Committee

From: Ray Akkawi, Project Delivery Manager

Subject: **I-80 Gilman Interchange Improvements Project – Approval to Execute Agreement with the Department of Transportation (Caltrans) to Provide Independent Quality Assurance Services for the Project Study Report**

Recommendations

It is recommended that the Commission authorize the Executive Director, or his designee to negotiate and execute an agreement with the Department of Transportation (Caltrans) to provide independent quality assurance services for an amount not to exceed \$147,000. These services are essential for the delivery of the project.

The Alameda CTC approved budget will be amended to reflect this amount which will be funded from the federal and local funds available for this project.

Background

A Project Initiation Document (PID) is a state required document that addresses a proposed highway project's scope, cost, and schedule. A PID must be completed prior to a project being programmed into the State Transportation Improvement Program (STIP), even if it is substantially funded by a local agency. As part of balancing the state budget, the California Governor eliminated the funding for state staff to work on any PID document for locally sponsored projects. An impact of this policy is that local agencies must now reimburse the Department of Transportation (Caltrans) for staff time spent reviewing and approving the PID document. This policy decision increases project delivery costs for local transportation agencies.

The Self-Help Counties Coalition worked with Assembly member Bonilla on a bill (AB 1132) that would have required Caltrans to cover the costs for reviewing state PIDs for state highway projects in the adopted regional transportation plans and voter-approved sales tax measures and expenditure plans. The bill did not make it out of the Assembly.

Also, the State Department of Finance has not yet provided Caltrans the required budgetary approval to initiate any reimbursable work. The lack of budgetary approval will delay the initiation of work on the project by Caltrans staff.

The City and the Commission have been trying to move this project forward for quiet sometime. The project PSR needs to be completed and approved prior to the initiation of the environmental

phase as well as to pursue additional funding for the project. The City of Berkeley and the Commission have been working in partnership to initiate the project PSR effort over the last two years.

Discussion

The I-80 / Gilman Interchange Improvements project will provide operational benefits and improve the safety at this interchange. The project proposes to replace the existing stop sign ramp controls with a double-roundabout. The City of Berkeley has completed a draft Project Study Report (PSR) and has secured \$1.5 million in federal earmark and local funds to complete the PSR and begin the environmental clearance phase. After the Commission and the City have selected a consultant to proceed with the completion of the PSR, the Governor issued his line item veto to stop funding the state staff from working on PID documents. Staff directed the consultant to work on items that do not require Caltrans staff involvement and bring all necessary documents to a Caltrans “ready to review” state. The consultant is approaching the completion of the identified work. Commission and City staff agreed that the Commission needs to enter into agreement with Caltrans at this time to allow additional project work to continue. The agreement will reimburse Caltrans for reviewing and approving the PSR document for an amount not to exceed \$147,000. Should next year State’s budget allow Caltrans staff to work on PID documents without charging local agencies, this agreement will be terminated.

In order to proceed with the delivery of this project, staff is recommending that the commission authorize the Executive Director to negotiate and execute a PID review agreement with Caltrans for an amount not to exceed \$147,000.

Fiscal Impact

The project budget has federal funds that can be used to fund this action. The approved 2011/2012 Alameda CTC budget needs to be amended to include these funds.



Memorandum

DATE: October 31, 2011

TO: Programs and Projects Committee

FROM: Arthur L. Dao, Executive Director
Connie Fremier, Project Controls Team

SUBJECT: **Dumbarton Rail Corridor Project (ACTIA No. 25) - Approval to Issue a Request for Proposals for Preliminary Right of Way Services and to Negotiate and Execute a Professional Services Agreement**

Recommendation

It is recommended that the Commission authorize the following actions related to the Dumbarton Rail Corridor Project (ACTIA No. 25):

1. Issuance of a Request for Proposals (RFP) for preliminary right of way and project implementation services; and
2. Authorize the Executive Director, or designee of the Executive Director, to negotiate and execute a professional services agreement in accordance with procurement procedures.

Summary

In June 2011, the Commission allocated \$150,000 of Measure B Capital Program funding for preliminary right of way activities related to the Dumbarton Rail Corridor Project to be matched with \$150,000 of RM2 funding. The Commission also authorized the execution of the necessary agreement(s) to secure the matching funds. In September 2011, the Commission approved a resolution of support for the allocation of the matching RM2 funds by the Metropolitan Transportation Commission (MTC).

While the San Mateo County Transportation Authority (SMCTA) has taken the lead on the implementation of the Preliminary Engineering / Environmental Studies (PE/Env) phase, the Alameda CTC has agreed to take the lead on developing a right of way acquisition and implementation plan. Staff will issue a RFP to initiate the procurement process to bring a consultant team on board. The purpose of the scope of services will be to identify the requirements and risks associated with the purchase of the right of way required for the project, including the UPRR right of way known as "Segment G" of the Oakland Subdivision. The study is intended to conclude with a report that outlines the steps necessary to implement the right of way acquisition phase of the overall project and any initial phases to be implemented in advance of the overall project. The report prepared as a result of the study will include a description of the specific requirements that may affect the timing of the funding and implementation of the project and/or initial phases.

Background

The Dumbarton Rail Corridor Project is currently in the PE/Env phase. The current project funding plan shows a significant shortfall and the project is correspondingly playing a significant role in the ongoing discussions related to long range planning such as the Countywide Transportation Plan update and the development of a Transportation Expenditure Plan for a future sales tax measure. A project phasing plan has been identified which involves establishing interim bus service to build ridership in the corridor, and developing a right of way acquisition plan for the corridor.

The Dumbarton Rail Corridor Project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. Current cost updates for the project put the estimated cost in the \$700 - \$820 million range with approximately \$350 million of funding identified but not secured.

The Commission recently approved extensions to the Measure B Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2013. Work on the Draft EIS/EIR has resumed and a draft EIS/EIR is expected spring 2012.

Fiscal Impact

Approval of the recommended actions will result in the encumbrance and subsequent project expenditures of up to \$300,000 of Measure B Capital Project funding with fifty percent (50%) of the eligible project expenditures to be reimbursed by Regional Measure 2 (RM2). The net amount of Measure B funding expended for the recommended actions, i.e. the amount after consideration of reimbursements, shall not exceed \$150,000.