



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

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

Monday, June 11, 2012, 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
Vacant – District 2
Wilma Chan – District 3
Nate Miley – District 4
Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Vice Mayor

City of Hayward

Olden Henson, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Vice Mayor

City of Oakland

Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont

John Chiang, Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

Chair:

Mark Green

Vice Chair:

Scott Haggerty

Members:

Nate Miley
Larry Reid
Luis Freitas
Farid Javandel
Ruth Atkin
Suzanne Chan

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 May 14, 2012 – Page 1 A

3 PROGRAMS

3A. Approval of Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan – Page 7 A

3B. Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2012/13– Page 27 A

3C. Approval of State Transportation Improvement (STIP) Program At Risk Report – Page 39 A

3D. Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report– Page 47 A

- 3E. Approval of CMA Exchange Program Quarterly Status Monitoring Report – **Page 59** **A**
- 3F. Approval of Transportation Fund for Clean Air (TFCA) Program At Risk Report – **Page 63** **A**
- 3G. Approval of Draft FY 2012/13 Transportation Fund for Clean Air (TFCA) FY 2012/13 Program– **Page 69** **A**
- 3H. Approval of Measure B Countywide Discretionary Funding (CDF) Grant Extension Requests; Bike Safety Education Program and Tri-City Senior Walks Club Program – **Page 73** **A**
- 3I. Approval of Measure B Paratransit Pass-Through Program Plans and Minimum Service Level Grants for FY 2012/13 – **Page 83** **A**
- 3J. Approval of FY 2012/13 Measure B Capital Program Strategic Plan Update – **Page 97** **A**
- 3K. Review Policy, Planning and Programming Activities Implementation Timeline – **Page 133** **I**
- 3L. Review of California Transportation Commission (CTC) May 2012 Meeting Summary – **Page 141** **I**

4 PROJECTS

- 4A. I-580 Corridor/BART to Livermore Studies Project (ACTIA Project No. 26) - Approval of Amendment No. 6 to the Project Specific Funding Agreement with San Francisco Bay Area Rapid Transit District (BART) (Agreement No. CMA A08-0048)– **Page 145** **A**
- 4B. East Bay SMART Corridors - Authorization to Negotiate and Execute a Contract for Management of ATMS Field Elements of the East Bay SMART Corridor – **Page 147** **A**
- 4C. Southbound I-680 Sunol Express Lanes Project (ACTIA No. 08A) - Approval of Amendments to Specific Professional Services Agreements with Novani, LLC. and Wilbur Smith Associates– **Page 149** **A**
- 4D. I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project – Approval of RM2 Allocation Request for PS&E and Approval of Amendment No. 3 to the Professional Services Agreements with RBF Consulting (Agreement No. CMA A10-013) – **Page 155** **A**

5 COMMITTEE MEMBERS REPORTS (VERBAL)

6 STAFF REPORTS (VERBAL)

7 ADJOURNMENT AND NEXT MEETING: July 09, 2012

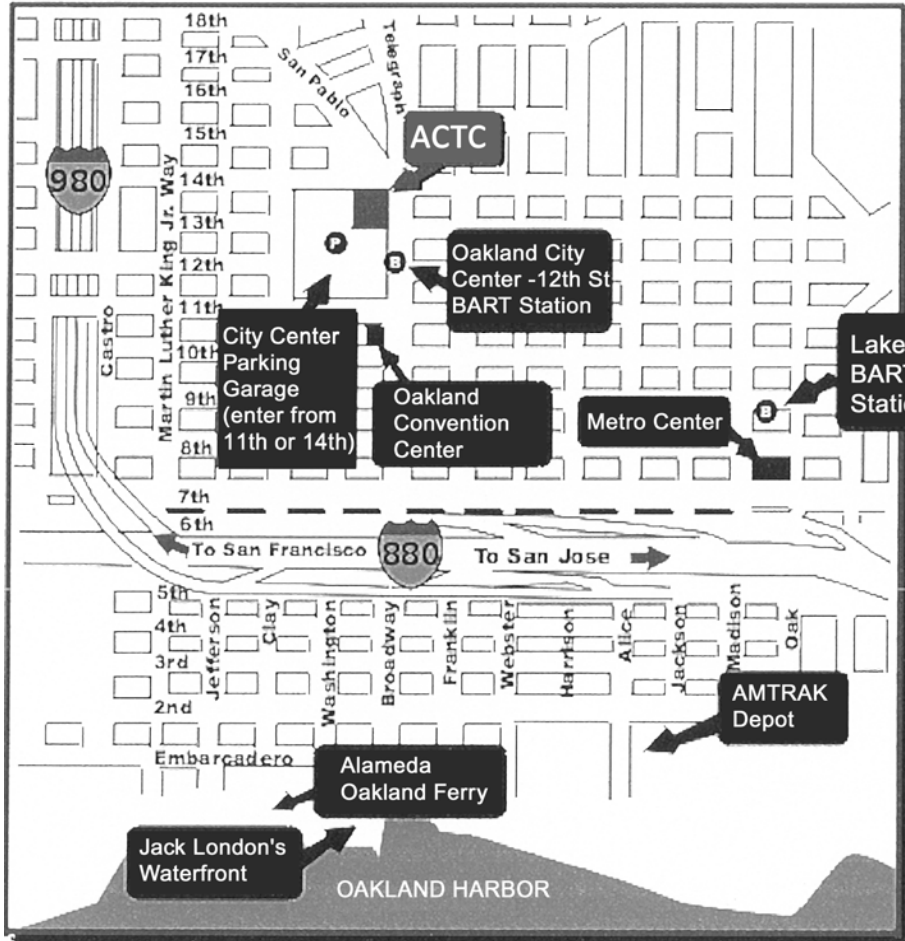
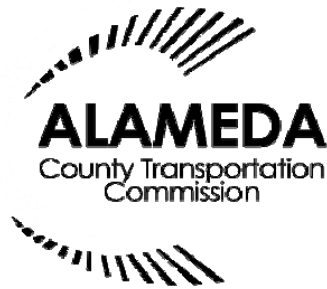
Key: A- Action Item; I – Information Item; *Material will be provided at meeting
(#) All items on the agenda are subject to action and/or change by the Committee.

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

*Alameda County Transportation Commission
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(510) 836-2185 Fax (Suite 220)
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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



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

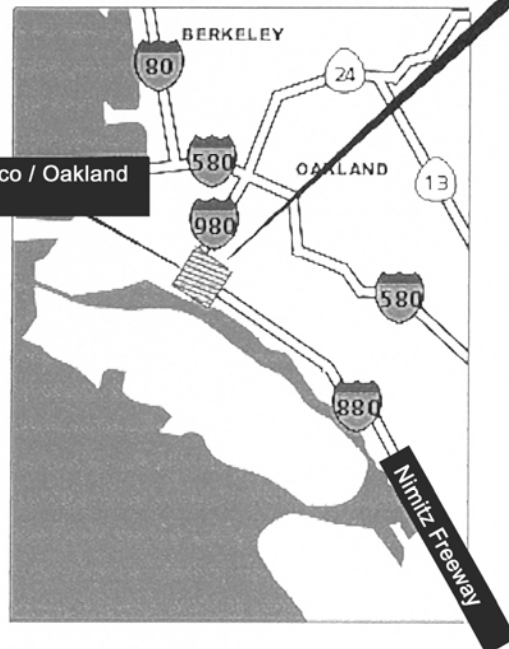
BART: City Center / 12th Street Station

AC Transit:

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

Auto Access:

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



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

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**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF MAY 14, 2012
OAKLAND, CALIFORNIA**

The meeting was convened by the Chair, Mayor Green, at 12:30 p.m.

1. Public Comment

There was no public comment.

2 Consent Calendar

2A. Minutes of April 9, 2012

Vice Mayor Freitas motioned to approve the Consent Calendar. Mayor Javandel seconded the motion. The motion passed 7-0.

3 Programs

3A. Approval of Draft FY 2012/13 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan

James O'Brien recommended that the Commission approve the assumptions for the basis for the FY 2012/13 Measure B Capital Program Strategic Plan Update; 2. Confirm the Measure B commitments to the individual capital projects included in the 1986 and 2000 Measure B Capital Programs, and to the advances, exchanges and loans previously authorized on a case-by-case basis; and approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs.

Mr. O'Brien presented a presentation that highlighted the following: capital project funding process, balance / revenue assumptions for both measures, remaining capital project commitments, anticipated capital project expenditures, FY 2012/13 capital project allocation plan, future ACTIA Measure B allocations for the phases/activities, capital account revenues, cumulative capital account revenues & expenditures to date, annual Measure B sales tax revenue since 1986 inception, projected cash flow of total program, and debt financing considerations / requirements.

Mayor Javandel motioned to approve this Item. Councilmember Chan seconded the motion. The motion passed 7-0.

3B. Approval of Final Cycle 3 Lifeline Transportation Program

Jacki Taylor recommended the Commission approve the final program recommendation for the Cycle 3 Lifeline Transportation Program. A total of \$9.6 million was made available through the discretionary portion of the Cycle 3 Lifeline Program. Ms. Taylor stated that eleven project applications were received, requesting a total of \$11,288,125 and the applications were scored by a review team. The review team's scores were finalized in April and the final program has been constrained to the total amount available by fund source. The recommendation includes at least partial funding for all submitted projects.

Vice Mayor Freitas motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 7-0.

3C. Approval of Measure B Express Bus Grant Funds

John Hemiup recommended that the Commission allocate \$700,000 of Express Bus Measure B Gap Funds to fund AC Transit San Leandro BART Bus Rapid Transit (BRT) Improvements (\$321,000) and LAVTA Express Bus Operations (\$379,000). Mr Hemiup stated that AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station while LAVTA requests a grant fund extension to continue operations of three existing express bus routes. The recommended action will contribute \$321,000 to a capital project sponsored by AC Transit and provide an additional \$379,000 of funding to LAVTA for operations.

Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 7-0.

3D. Approval of a Coordination and Mobility Management Planning (CMMP) Pilot Volunteer Driver Program and Authorization to Negotiate and Execute a Contract

John Hemiup recommended that the Commission approve a CMMP Pilot Volunteer Driver Program, approve an allocation of \$100,000 of CMMP funds for the pilot Volunteer Driver Program, and authorize the executive director to negotiate and execute a contract for volunteer driver services. In January 2012, Paratransit Coordination staff connected with Senior Helpline Services (SHS) through the Regional Mobility Management meetings and has worked with SHS to develop a new CMMP Pilot. The intent of the program is to offer free, one on-one, door-through-door, escorted rides for seniors residing in Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont; and , to coordinate SHS volunteer driver resources with Senior Support Program of the Tri-Valley which serves Pleasanton, Sunol, Dublin, Livermore.

Councilmember Atkin motioned to approve this Item. Councilmember Chan seconded the motion. The motion passed 7-0.

3E. Approval to Extend Para-transit Gap Grants for One Year

John Hemiup recommended that the Commission approve one year extensions of 12 existing Gap Grants, approve an allocation of \$885,690 of Special Transportation for Seniors and People with Disabilities Gap Funds and authorize the Executive Director to negotiate and execute agreements to extend the existing Gap Grants one year. In February, TAC and PAPCO approved a proposal to extend eligible Gap Grants for a third time to provide continued service in FY 12-13 in hopes that a extension and augmentation of the existing transportation half-cent sales tax measure would provide new options for ongoing funding. Mr. Hemiup reviewed application eligibility and concluded by informing the Committee that eleven applications were received for twelve grants.

Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 7-0.

3F. Review of Draft Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan

Vivek Bhat provided a review of the draft Vehicle Registration Strategic Plan. The goal of the VRF program is to retain the County's transportation network and reduce traffic congestion and vehicle related pollution. The Strategic Plan identifies the priority for program implementation based on multiple factors. Some of these factors include project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee. Mr.

Bhat concluded by stating that a final draft of the plan will be presented to the Committee and Board at their June meetings.

This Item was for information only.

3G. Update on MTC One Bay Area Grant Program

Tess Lengyel presented an update on the MTC One Bay Area Grant Program. The update included a description of the current funding framework, substantial changes to the OBAG since April 2012, and comments and issues presented to MTC by Alameda CTC staff as well as other congestion management agencies.

This Item was for information only.

3H. Overview of Policy, Planning and Programming Activities and Next Steps

Tess Lengyel provided an overview on the implementation timeline for Policy, Planning and Programming activities for FY 2012/2013. Ms. Lengyel highlighted the policies that were being developed relating to the ACTC Administrative Code, Complete Streets, the procurement and legislative programs. She also updated the Committee on Ongoing Planning Activities to complete Major Plans and new planning activities for FY 2012/13 and finally, programming efforts linked to the policy directions and by the priorities identified in the planning documents.

This Item was for information only.

3I. Review of FY 2010/11 Measure B Pass-through Fund Program Draft Compliance Report and Audit Executive Summary

John Hemiup provided a Review of FY 10-11 Measure B Pass-through Fund Program Draft Compliance Report and Audit Executive Summary. The report gives an overview of the bicycle/pedestrian, local streets and roads, mass transit, and para transit programs that Measure B funds, and provides a detailed analysis on the phases and types of Measure B-funded projects in Alameda County. Mr. Hemiup stated that all 20 agencies and/or jurisdictions were in compliance.

This Item was for information only.

3J. Review California Transportation Commission (CTC) March and April 2012 Meeting Summary

Vivek Bhat provided a Review of the California Transportation Commission's March and April 2012 Meetings. There were six items on the agenda pertaining to Projects / Programs within Alameda County in March and seven in April.

This Item was for information only.

4 Projects

**4A. I-580 Eastbound Improvements - I-580 Corridor Mitigation (RM2 Subproject 32.1e)
Approval of the Initial Project Report to Request MTC Allocation of Regional Measure 2 Funds**

Art Dao recommended that the Commission approve the IPR Update for the I-580 Corridor Mitigation Project, approve the IPR Update for the I-580 Corridor Mitigation Project and authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for environmental mitigation, as required for the project. Mr. Dao stated that an IPR update is required for the allocation of RM2 funds and in a Resolution is needed in order to comply with MTC requirements.

Supervisor Miley motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 6-0.

4B. I-80 Integrated Corridor Mobility (ICM) Project- Authorization to Advertise Specialty Material Procurement Contract (Project No. 2)

Raj Murphy recommended that the Commission authorize the Executive Director, or his designee, to advertise and request bids for the Specialty Material Procurement Contract of I-80 ICM Project. Mr. Murphy stated that Alameda CTC staff has been working with the CTC and Caltrans on the delivery of this project. The estimate for this contract is \$4,659,000.

Vice Mayor Freitas motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 7-0.

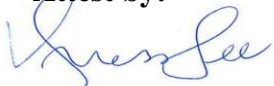
5 Staff and Committee Member Reports

There were no Committee or Staff Reports.

6 Adjournment/Next Meeting: June 11, 2012

Chair Green adjourned the meeting at 1:46 p.m. The next meeting is on June 11, 2012.

Attest by:



Vanessa Lee
Clerk of the Commission



PROGRAMS AND PROJECTS COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

May 14, 2012

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		Kurt Brinkman – City of Emeryville	
Suzanne Chan – City of Fremont		Bill Harrison – City of Fremont	
Luis Freitas – City of Newark		Alberto Huezco – 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			

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Memorandum

DATE: June 4, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming
Vivek Bhat, Senior Transportation Engineer

SUBJECT: Approval of Final Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan

Recommendation

It is recommended the Commission approve the Final Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan. This Final Strategic Plan is the same as the Draft Plan that was approved by the Commission last month. ACTAC is scheduled to consider this item at their June 5th meeting.

Summary

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters in November 2010, with 63% of the vote. The fee will generate about \$10.7 million per year by a \$10 per year vehicle registration fee. The collection of the \$10 per year vehicle registration fee started in the first week of May 2011.

The FY 2012/13 VRF Strategic Plan proposes to:

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

Background

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

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

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

fifty percent by population of the planning area and fifty percent of registered vehicles of the planning area. With 2010 information, the formula by planning area is:

Planning Area 1	38.15%
Planning Area 2	25.15%
Planning Area 3	22.0%
Planning Area 4	14.7%

At the May 2011 Alameda CTC Board meeting the Commission approved Vehicle Registration Fee program principles. The principles are the basis of the FY 2012/13 Strategic Plan Document (Attachment A). A draft version of this plan was presented to the Committees and Commission at the May 2012 meeting for input and comments.

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

Attachments

Attachment A: VRF Program Strategic Plan Material



ALAMEDA COUNTY TRANSPORTATION COMMISSION

VEHICLE REGISTRATION FEE

FY 2012/13 STRATEGIC PLAN

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
FY 2012/13 VEHICLE REGISTRATION FEE STRATEGIC PLAN**

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List of Tables

Table 1	Draft 2012/13 Strategic Plan
Table 2	LSR Program - Projected Distribution through FY 2012/13

Purpose of the Strategic Plan

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

The FY 2012/13 Strategic Plan will:

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

Introduction / Background of VRF Program

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

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

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

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

The VRF will fund projects that:

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

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

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

Program Categories

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

Local Road Improvement and Repair Program (60%)

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

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

Transit for Congestion Relief Program (25%)

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

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

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

Local Transportation Technology Program (10%)

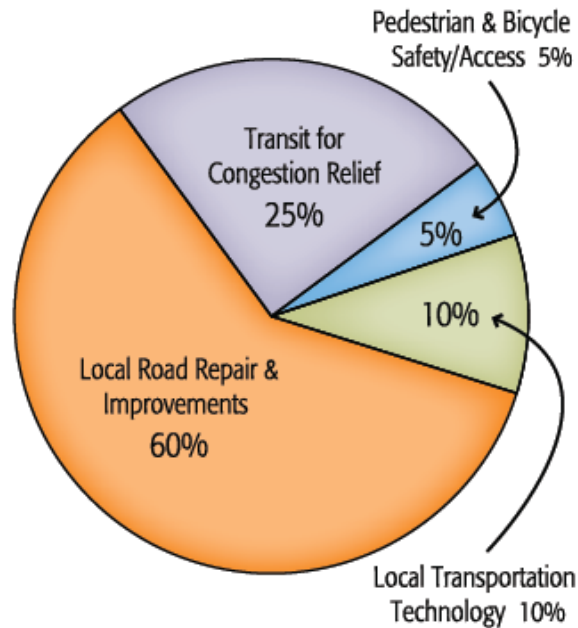
This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

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

Pedestrian and Bicyclist Access and Safety Program (5%)

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

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



Administration Costs of the VRF

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

Distribution of VRF Funds

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

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

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

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

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

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

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

Strategic Plan Implementation

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

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

Currently there are no projects programmed through the VRF. Additional information on tracking/monitoring pass-through and discretionary funds will be included in future Strategic Plans.

Strategic Plan

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

Implementation Plan

In addition to the 5 year Strategic plan the Alameda CTC Board will adopt a shorter term implementation plan that will include the approval of specific projects or discretionary programming cycles to be programmed. Projects will be approved within the eligible categories based on projected funding that will be received. Based on the actual revenue received each year, funding adjustments will be made to ensure geographic equity by

planning area will be met over the 5 year window as well as to ensure funding targets for each programmatic category as identified in the Expenditure Plan are met. Variances from projected to actual will be identified and be considered in future updates of the Strategic Plan.

Initial Costs/Administration

Certain initial costs as well as ongoing administrative costs are allowed for in the program. Approximately \$1.4 million of expenses were incurred to initiate the VRF program. Approximately \$773,000 is allowed to be reimbursed prior to the application of the 5% administration cap, and the remaining \$567,000 that will be applied within the 5% administration fee, though an amortization of multiple years is allowed. These costs will be included in the Strategic Plan and Implementation Plan.

Local Road Improvement and Repair Program (60%)

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

Transit for Congestion Relief Program (25%)

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

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

Local Transportation Technology Program (10%)

The Local Transportation Technology category priority will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. The Alameda CTC Board will have the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories.

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

Pedestrian and Bicyclist Access and Safety Program (5%)

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

Schedule

Each year the Draft versions of the Strategic/Implementation Plans will be presented to the Committees and Commission in May. The final plans, incorporating comments received from the Committees and the Commission, will be presented for adoption in June.

FY 2012/2013 Programming

In FY 12/13 it is proposed to align the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with a coordinated call for projects that would also include the Measure B Bicycle and Pedestrian Countywide Discretionary Funds and with the One Bay Area Grant call for projects (federal funding).

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

FY 2012/13 Implementation Plan

Collection of fees on vehicle registrations started in May 2011. With the execution of Master Program Fund Agreements (MPFA) with agencies, the first VRF funds were distributed in April 2012 as LSR pass through funds. It is projected that approximately \$6.6 Million will be distributed through the LSR pass through program through FY 2011/12.

For FY 2012/13, it is proposed to continue the LSR pass through program, with about \$6.1 Million projected to be distributed. Additional distribution projection information on the LSR program is included in Table 2.

The Bike/Pedestrian and Transit Program are discretionary programs and are proposed to be included in a coordinated programming effort along with the One Bay Area Grant (OBAG) Program. Approximately \$1 Million of Bike/Pedestrian program revenues and \$5 Million of Transit Program revenues are projected to be available (revenue from FY 2011/12 and FY 2012/13). The OBAG programming cycle will begin in late summer / early fall 2012.

Funding for the Technology program is prioritized, consistent with the Commissions intent, to ongoing corridor operations. Approximately \$1.5 Million is proposed to be programmed through FY 2011/12 and approximately \$900,000 in FY 2012/13.

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

Alameda County VRF Program - TABLE 1

Draft 2012/13 Strategic Plan (Multi-Year Projection by Program Category)

Projections of Available Programming Capacity

\$	879,684	FY 10/11
\$	10,193,025	FY 11/12
\$	10,193,025	FY 12/13 and beyond

		2010/11 (2 Months)	%	2011/12	%	2012/13	%	2013/14	%	2014/15	%	2015/16	%	2016/17		Cycle Summary	%
Local Roads	60.00%	\$ 527,810	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815		\$ 37,222,700	60.0%
Transit Program	0.00%	\$ -	24.0%	\$ 2,441,229	25.8%	\$ 2,629,800	25.8%	\$ 2,629,800	25.8%	\$ 2,629,800	25.8%	\$ 2,630,820	25.0%	\$ 2,548,256		\$ 15,509,707	25.0%
Ped/Bike Program	0.00%	\$ -	4.8%	\$ 489,265	5.2%	\$ 525,960	5.2%	\$ 525,960	5.2%	\$ 525,960	5.2%	\$ 524,941	5.0%	\$ 509,651		\$ 3,101,738	5.0%
Tech. Program	40.00%	\$ 351,874	11.3%	\$ 1,146,715	9.0%	\$ 921,449	9.0%	\$ 921,449	9.0%	\$ 921,449	9.0%	\$ 921,449	10.0%	\$ 1,019,303		\$ 6,203,689	10.0%
	100.00%	\$ 879,684	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025		\$ 62,037,834	100.0%

Alameda County VRF Program - TABLE 2

Local Streets and Roads - Projected Distribution through FY 2012/13

	Distribution within Planning Area FY 2010/11	Distribution within Planning Area FY 2011/12	TOTAL Distribution within Planning Area Through FY 2011/12	Distribution within Planning Area FY 2012/13
PA 1				
Alameda	\$ 23,264	\$ 269,564	\$ 292,828	\$ 269,564
Albany	\$ 5,251	\$ 60,845	\$ 66,096	\$ 60,845
Berkeley	\$ 33,355	\$ 386,492	\$ 419,847	\$ 386,492
Emeryville	\$ 3,155	\$ 36,558	\$ 39,713	\$ 36,558
Oakland	\$ 132,862	\$ 1,539,496	\$ 1,672,359	\$ 1,539,496
Piedmont	\$ 3,474	\$ 40,258	\$ 43,733	\$ 40,258
	\$ 201,362	\$ 2,333,213	\$ 2,534,575	\$ 2,333,213
PA 2				
Hayward	\$ 55,043	\$ 637,795	\$ 692,838	\$ 637,795
San Leandro	\$ 29,906	\$ 346,520	\$ 376,426	\$ 346,520
County of Alameda	\$ 47,888	\$ 554,890	\$ 602,779	\$ 554,890
	\$ 132,837	\$ 1,539,205	\$ 1,672,042	\$ 1,539,205
PA 3				
Fremont	\$ 75,011	\$ 869,168	\$ 944,180	\$ 869,168
Newark	\$ 15,262	\$ 176,840	\$ 192,101	\$ 176,840
Union City	\$ 25,810	\$ 299,066	\$ 324,876	\$ 299,066
	\$ 116,083	\$ 1,345,074	\$ 1,461,157	\$ 1,345,074
PA 4				
Dublin	\$ 17,596	\$ 203,890	\$ 221,486	\$ 203,890
Livermore	\$ 30,748	\$ 356,287	\$ 387,035	\$ 356,287
Pleasanton	\$ 25,486	\$ 295,309	\$ 320,795	\$ 295,309
County of Alameda	\$ 3,697	\$ 42,838	\$ 46,535	\$ 42,838
	\$ 77,528	\$ 898,324	\$ 975,851	\$ 898,324
County Total	\$ 527,810	\$ 6,115,815	\$ 6,643,625	\$ 6,115,815

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Memorandum

DATE: June 4, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming
Vivek Bhat, Senior Transportation Engineer

SUBJECT: **Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2012/13**

Recommendation

It is recommended that the Commission approve the ACE Baseline Service Plan (BSP) for FY 2012/13.

Summary

The Cooperative Service Agreement for the operation of the Altamont Commuter Express (ACE) service between the Alameda CTC, Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRRC) calls for SJRRRC staff to prepare an annual report on the operation of the ACE service. The attached ACE Baseline Service Plan details the ACE proposed service and budget, including funding requested to the Alameda CTC, for the upcoming 2012/13 fiscal year. Measure B pass through funding is proposed to fund operating and Measure B Capital funds are proposed for the capital projects.

Background

On March 27, 2012, ACE staff provided the Draft FY 2012/13 Baseline Service Plan to the Alameda CTC for review and comment. Listed below are Alameda CTC staff's comments on specific issues.

Operations and Maintenance:

Based on the terms of the Cooperative Service Agreement, Alameda CTC funds about a third of the operating costs provided by Alameda CTC/VTA/SJRRRC. The Alameda County contribution towards ACE Operations and Maintenance for FY 2011/12 was \$2,052,292. Based on the terms of the Cooperative Services Agreement, Alameda County contribution towards ACE Operations and Maintenance for FY 2012/13 should be approximately \$2,097,443. The increase over last year's amount is based on a 2.20 percent estimated Consumer Price Index (CPI) increase for FY 2012/13.

ACE staff has indicated that the current fiscal year-to-date trends indicate ridership to grow to just past 0.75 Million riders, ACE's highest ridership since FY 2008/09. Based on this increase, ACE staff is proposing to introduce a fourth train service beginning October 1, 2012 and is requesting \$2,595,480 as Alameda County's Operation and Maintenance contribution through the FY 2012/13 BSP. This increase in \$498,037 represents one-third of the operating subsidy of the fourth train over a nine month period (October 2012 to June 2013).

Funding Alameda's share of the 3 train service has been provided with the Measure B pass through funding over the last 10 years. Based on the annual contribution being slightly less than annual revenues, there is currently a Measure B Operation fund reserve of approximately \$2.6 Million. Funding the Alameda share of a 4th train service would require use of a portion of the current reserve. Assuming the four train funding level continues in the future, the reserve is projected to be exhausted in 2014/15.

Under this scenario, from FY 2015/16 onwards, Measure B funds generated on an annual basis will meet the operations needs of only 3 trains. ACE staff acknowledges this issue and has confirmed that any remaining operations funds would be met with alternate fund sources through SJRRC, which is consistent with the terms of the current Cooperative Service Agreement.

Capital Projects:

The total Alameda County funds requested in FY 2012/13 is \$2,500,000 of Measure B funds for the Maintenance Layover Facility Project.

1. Maintenance Layover Facility - \$2,500,000

The 64-acre facility will be used for the repair, maintenance, cleaning, and overnight storage of the train sets used in the ACE Service and future rail service expansions. The new facility will have the capacity for twelve 8-car train sets, allow for the elimination of the inefficient train moves across the intersection of the railroads, and optimize the maintenance activities to control costs. Alameda CTC has provided Measure B (\$1.2M) and PTMISEA (\$707K) funds to this project through the FY 2011/12 BSP.

Attachments

Attachment A: FY 2012/13 ACE Baseline Service Plan



Altamont Commuter Express

2012 - 2013

DRAFT BASELINE SERVICE PLAN

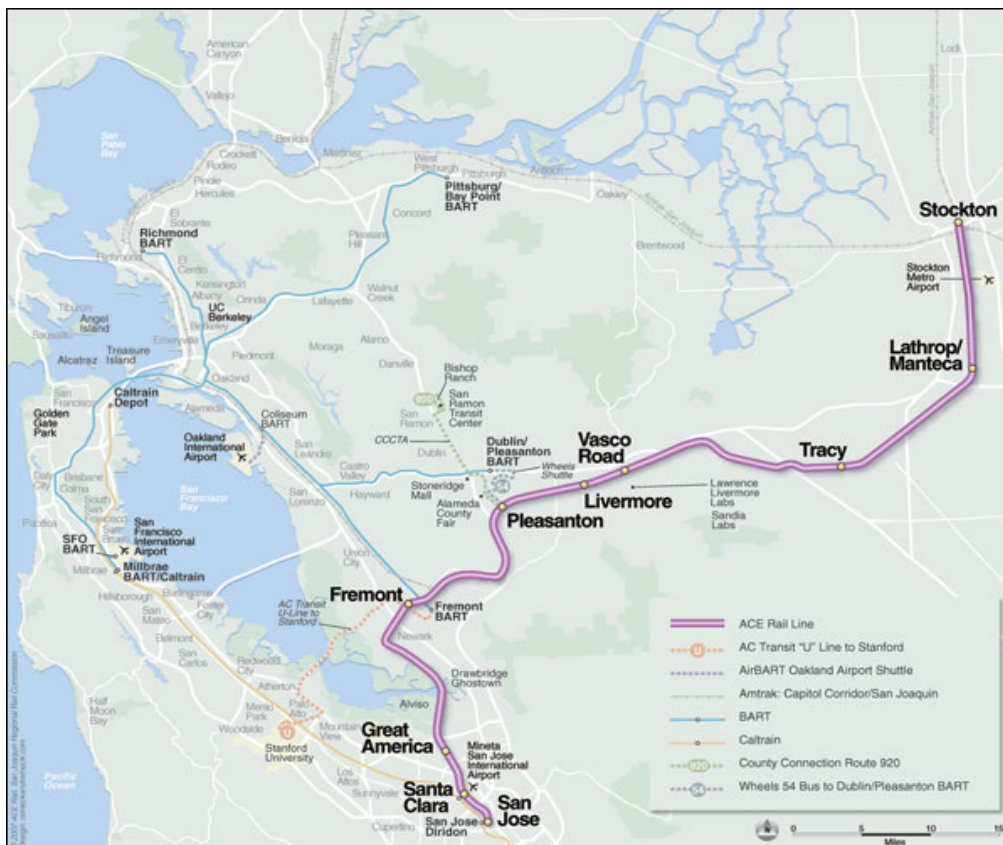
Train Service

The Altamont Commuter Express (ACE) Baseline Service Plan provides 3 weekday roundtrips between Stockton, CA and San Jose, CA. Trains consist of sets of 6 cars and provides seating of approximately 700-800 seats per train. Operation of the 4th roundtrip which was provided above the Baseline, was suspended in November 2009 until an improvement in the economy and unemployment occurs.

This year, the San Joaquin Regional Rail Commission (SJRRC) has identified passenger demand that is trending to exceed the functional capacity of the three trains, and the fourth train is planned for resumption July 1, 2012.

Service Corridor

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



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

Train Schedule

AM – WESTBOUND

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

PM – EASTBOUND

San Jose To Stockton	#04	#06	#08
San Jose	3:35 PM	4:35 PM	5:35 PM
Santa Clara	3:40 PM	4:40 PM	5:40 PM
Great America	3:49 PM	4:49 PM	5:49 PM
Fremont	4:05 PM	5:05 PM	6:05 PM
Pleasanton	4:28 PM	5:28 PM	6:28 PM
Livermore	4:37 PM	5:37 PM	6:37 PM
Vasco	4:42 PM	5:42 PM	6:42 PM
Tracy	5:11 PM	6:11 PM	7:11 PM
Lathrop / Manteca	5:23 PM	6:23 PM	7:23 PM
Stockton	5:47 PM	6:47 PM	7:47 PM

Fare Structure

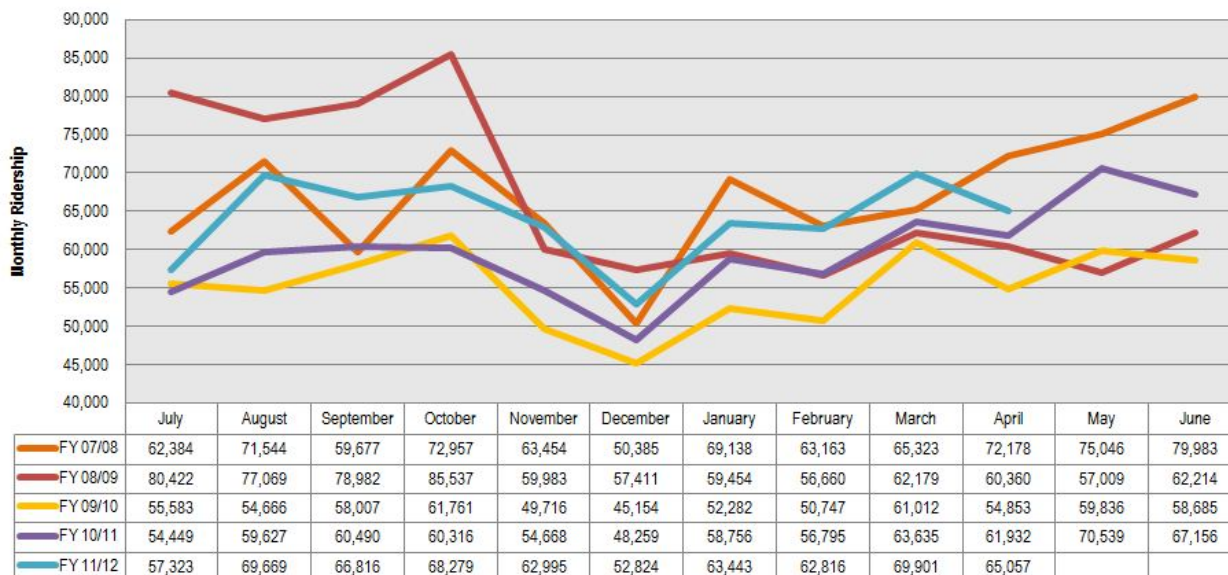
The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a 50% discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under Title II or XVIII of the Social Security Act, and children age 6 through 12. Children under 6 ride for free with an accompanying adult. Current fares have been in effect since February 2, 2009.

		TRI VALLEY	FREMONT	SAN JOSE
STOCKTON	ONE WAY	\$ 8.25	\$ 9.25	\$ 11.75
	RT	\$ 12.75	\$ 16.75	\$ 21.00
	20 TRIP	\$ 102.00	\$ 132.25	\$ 163.25
	MONTHLY	\$ 187.75	\$ 243.25	\$ 300.00
LATHROP	ONE WAY	\$ 7.75	\$ 8.75	\$ 11.00
	RT	\$ 12.75	\$ 15.50	\$ 20.00
	20 TRIP	\$ 97.50	\$ 126.50	\$ 156.25
	MONTHLY	\$ 179.50	\$ 233.00	\$ 287.50
TRACY	ONE WAY	\$ 4.50	\$ 7.75	\$ 8.75
	RT	\$ 8.75	\$ 12.25	\$ 15.50
	20 TRIP	\$ 68.50	\$ 97.50	\$ 126.50
	MONTHLY	\$ 125.00	\$ 179.50	\$ 233.00
TRI-VALLEY	ONE WAY	\$ 3.50	\$ 4.50	\$ 7.75
	RT	\$ 4.50	\$ 8.75	\$ 12.25
	20 TRIP	\$ 38.75	\$ 68.50	\$ 97.50
	MONTHLY	\$ 72.25	\$ 125.00	\$ 179.50
FREMONT	ONE WAY			\$ 4.50
	RT			\$ 8.75
	20 TRIP			\$ 68.50
	MONTHLY			\$ 125.00

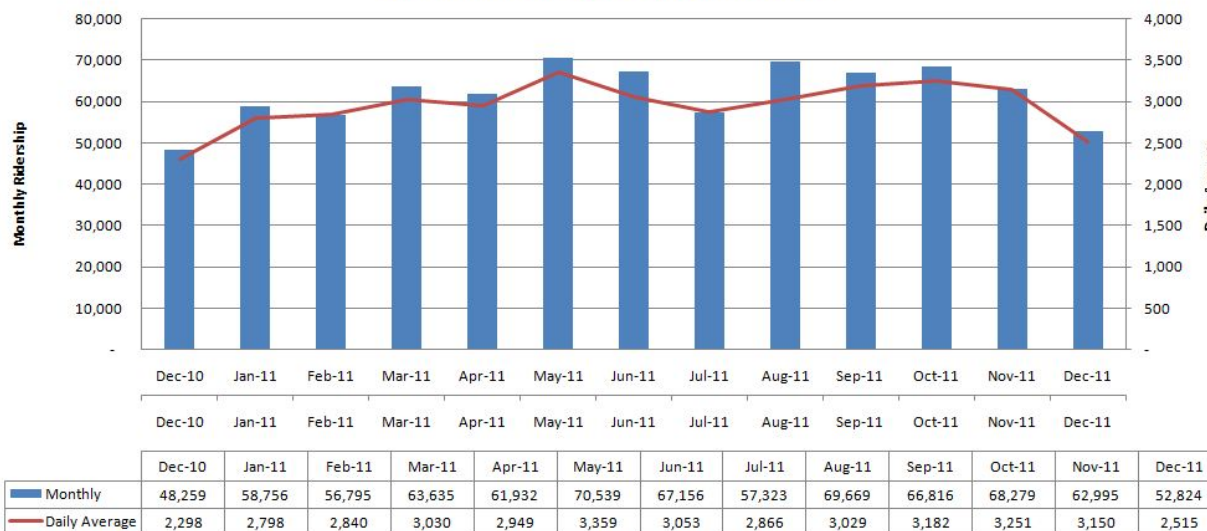
Ridership

FY 11/12 continues to outperform last fiscal year month over month. Current fiscal year-to-date trends indicate ridership to grow to just past three-quarters of a million riders – ACE’s best year since FY 08/09. This is significant in that FY 08/09 passengers were serviced with four round trips daily and ridership is trending near those levels with only three round trips. While fuel is certainly a factor in riders considering the ACE service, a rebound in East Bay & San Jose employment is clearly attracting passengers. The SJRRC is anticipating adding a fourth round trip next fiscal year to service the additional demand.

**ACE Ridership
FY 2008 - FY 2012 Comparison**

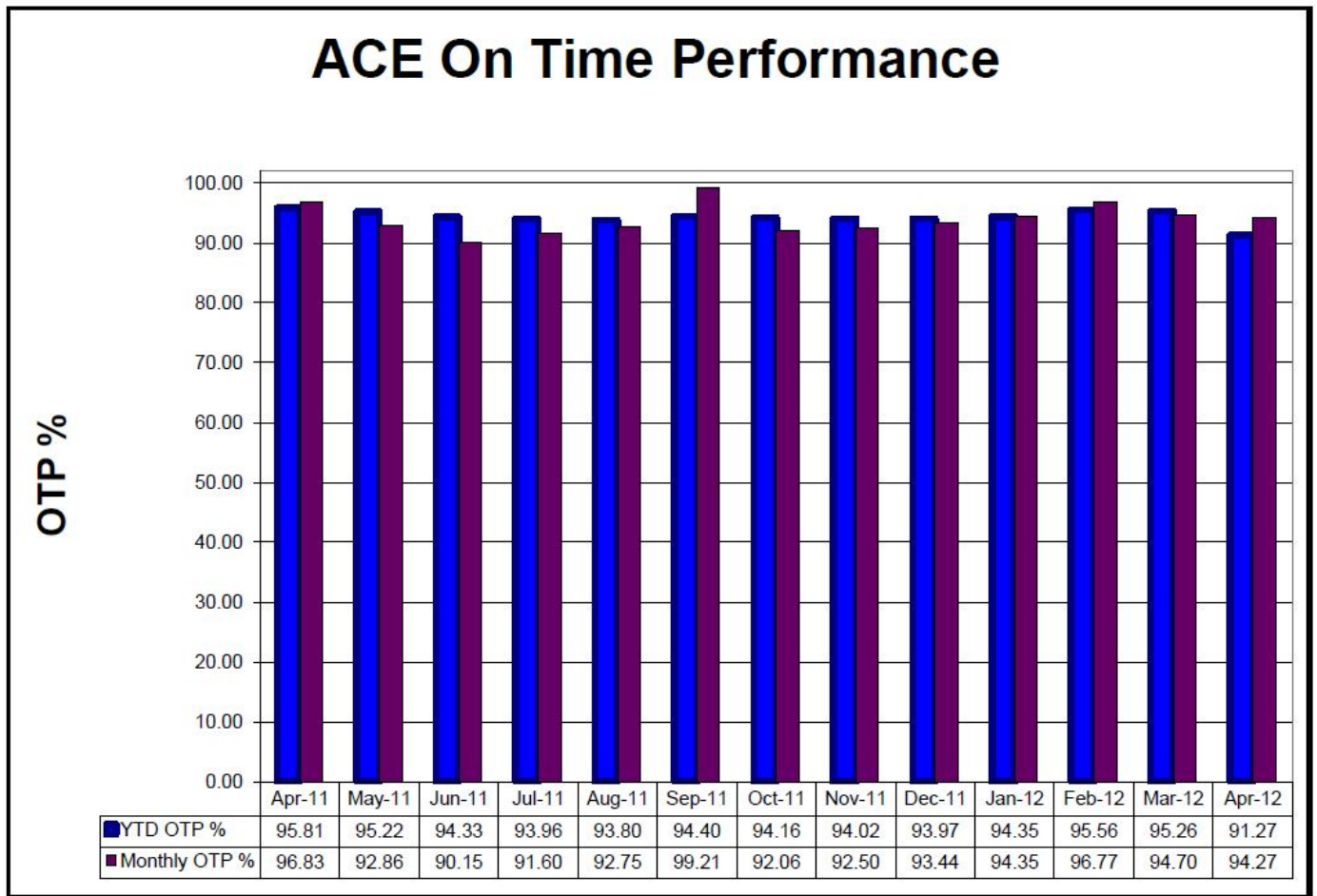


**ACE Ridership
December 2010 - December 2011**



On-Time Performance

ACE on-time performance for FY 11/12 year to date is 93.70%. Prior FY, on-time performance was 95.14%. It is anticipated that FY 11/12 will likely meet or exceed last FY's on-time performance as the spring and summer months often yield better times. ACE's on-time performance is calculated based on trains arriving at their final terminal within 5 minutes of the schedule of the train. Since 2007, on-time performance has grown almost 17% - a significant dividend representing SJRRC's commitment to track maintenance and improvement in the ACE corridor.



Shuttles

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

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

San Joaquin County

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

Alameda County

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

Santa Clara County

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

ACE Service Contributions

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

	FY 2007 - 2008	FY 2008 - 2009	FY 2009 - 2010	FY 2010 - 2011	FY 2011 - 2012	FY 2012 - 2013
ALAMEDA CTC	\$1,861,615	\$1,931,187	\$1,936,981	\$1,983,274	\$2,052,292	\$2,097,443
SCVTA (Actual)	\$2,606,259	\$2,689,659	\$2,689,659	\$2,689,659*	\$2,689,659*	\$2,748,831
SCVTA (Commitment)	\$2,606,259	\$2,689,659	\$2,697,728	\$2,762,204	\$2,858,328	\$2,921,212
SCVTA Deferred	\$0	\$0	\$8,069	\$72,545	\$168,669	\$172,380
CPI Increase	3.10%	3.60%	0.30%	2.39%	3.48%	2.20%

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

The SJRRC has identified passenger demand that is trending to exceed the functional capacity of the three trains, and the fourth train is planned for resumption October 1, 2012. This will result in a projected increase in the ACE Service budget of \$2,116,055 - \$400,000 of which is increased shuttle costs.

ACE Operations and Maintenance Contributions:

The published FY 2011/2012 April-April CPI is 2.20 percent. Therefore, local contributions are projected to increase 2.20 percent over FY 2011/2012. The table below notes the projected commitment for three trains and the amount of SCVTA deferred commitment resulting from holding SCVTA's contribution at the FY 10/11 level. The table continues by adding the fractional cost of the fourth train as a supplemental cost to arrive at the total request from Alameda CTC & SCVTA plus SCVTA's deferred contribution amount.

	FY 2012 - 2013 Commitment	Prior Fiscal Years Deferment	FY 2012 - 2013 Commitment + Deferment	Fourth Train Supplement (Nine Months)	FY 2012 - 2013 Revised Request
ALAMEDA CTC	\$2,097,443**	\$0	\$2,097,443	\$498,037	\$2,595,480
SCVTA	\$2,748,831	\$421,663	\$3,170,495	\$431,303	\$3,601,797

Fourth Train Cost (Nine months)	\$1,587,041	100%
ACE Contribution	\$657,702	41%
Partners' Contributions (ACTC & VTA)	\$929,340	59%

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

ACE Shuttle Contributions:

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

The overall shuttle budget for FY 2011/2012 was \$721,262 and estimated shuttle budget for FY 2012/2013 is \$1.12 million.

Due to continuing cuts in funding from the Bay Area Air Quality Management District (BAAQMD) the ACE portion of the Shuttle Budget increased again this year by \$34,000. ACE has absorbed over \$130,000 in funding cuts from BAAQMD in the last two fiscal years.

ACE shuttles from the Great America Station are operated by El Paseo Limousine through a competitive selection by a panel of VTA and SJRRC staff. VTA manages this service and contracts with El Paseo, who utilizes propane clean-air vehicles. Grant

revenue depends on award of annual funds from the air district. These funds are awarded on a calendar cycle so the first half of FY 2011/2012 is covered under the current grant.

ACE Capital Projects:

As part of the SJRRC's efforts to provide a safer more reliable and convenient ACE Service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE Corridor or improve reliability of the service. Thus far, the Capital program has been funded with State Funds, Federal Section 5307 Funds, Section 5309 Funds, Alameda County Sales Tax Measure B, Santa Clara VTA, and San Joaquin County Sales Tax Measure K revenues. The FY 2012/2013 Capital Project and budget is listed below. A more detailed level of funding is included as Appendix A.

- 1. \$2,500,000: Construction of the ACE Maintenance and Layover Facility. Construction is underway for this critical ACE facility. Funds identified are only for estimated expenses in FY 2011 – 2012. These funds include debt repayment on the SJRRC Bonds issued in November 2010 to complete the funding for the project. Total Project cost is estimated at \$64 million.

Total Capital Project Expenses for FY 2012/13	\$36,199,012
Total SJRRC Capital Funds Committed for FY 2012/13	\$32,199,012
Total ALAMEDA County Capital Funds Requested for FY 2012/13	\$2,500,000

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

ACE Service Improvements Beyond the Baseline Service

SJRRC has begun work on a station track extension that will connect the ACE station with the new maintenance facility and allow for Caltrans San Joaquin trains to access the station platform. Phase I of the project is fully funded with construction anticipated in FY 2012/2013. This project in conjunction with the Cabral Station Improvement project will provide a multi-modal station for rail transportation in Stockton and serve as the eastern anchor for the City of Stockton's redevelopment plan.

PROJECT	Total Budget	Prior Year Requests	Budgeted for FY 12/13
Maintenance Facility	\$ 65,000,000		\$19,645,972
Funding Type			Other Funding Alameda CTC FY
SJ PTMISEA		\$ 3,434,061	\$ 4,300,000
Alameda Co. PTMISEA (FY 10/11)		\$ 707,887	
Alameda Co. PTMISEA (FY 08/09)		\$ 160,217	
Alameda Co. Measure B		\$ 1,292,113	\$ 2,500,000
SJRRC Bond		\$ 20,642,367	\$ 9,953,891
Section 5307		\$ 3,000,000	\$ 477,167
Section 5309		\$ 4,628,009	\$ 2,100,000
Alameda Co. STA		\$ 1,379,809	\$ 314,914
Measure K			
Totals		\$ 35,244,463	\$ 17,145,972 \$ 2,500,000

Total Project Expenses in FY 12/13	\$ 19,645,972
Total Other Funds/Prior Requests committed in FY 12/13 (includes VTA)	\$ 17,145,972
Total new VTA Funds in requested FY 12/13	\$ -
Total Alameda Co. Funds in requested FY 12/13	\$ 2,500,000



Memorandum

DATE: May 29, 2012

TO: Programs and Projects Committee (PPC)

FROM: Stewart Ng, Deputy Director of Programming and Projects
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 May 31, 2012. ACTAC is scheduled to consider this item on June 5th.

Summary:

The Report includes a total of 37 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 projects 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
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2012

Red Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2009N RIP	Alameda \$4,000	Tinker Avenue Extension Con	07/08	Final Invoice/Report		R	Extension Req Pending \$4M Allocated 9/25/08 Contract Awd 3/17/09 City desires to use balance on follow on contract	G
2	0139F RIP-TE	Alameda CTC \$350	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st Con	10/11	Award Contract	7/27/12	R	\$350K Allocated 10/27/11 3-Mo Ext for Awd App'd 5/23/12	R
3	1014 RIP	BART \$38,000	BART Transbay Tube Seismic Retrofit Con	07/08	Complete Expend	12/31/12	R	\$38M Allocated 9/5/07 18-Month Ext 6/23/11	Y
4	2009P RIP RIP	BART \$3,000 \$248	Alameda County BART Station Renovation Con PSE	07/08 07/08	Accept Contract	10/30/12	R	\$3M Allocated 12/11/08 4-Mo Ext App'd June 09 \$248 Allocated 9/5/07 Expenditures Complete	Y
5	2100G RIP-TE	Berkeley \$1,928	Berkeley Bay Trail Project, Seg 1 Con	10/11	Award Contract	6/15/12	R	\$1,928 Allocated 12/15/11 Awd scheduled 5/15/12	R
6	2014U RIP	GGBHTD \$12,000	SF Golden Gate Bridge Barrier Con	11/12	Allocate Funds	6/30/12	R	Ext Req Pending	R
7	1022 RIP	Oakland \$5,990	Rte. 880 Access at 42nd Ave./High St., APD R/W	07/08	Complete Expend	Note 1	R	\$5.99M Allocated 12/13/07	R
8	2100E ARRA-TE	Oakland \$1,300	7th St. / West Oakland TOD Con	09/10	Accept Contract	9/30/12	R	\$1,300 Obligated 8/5/09 Contract Awd 2009	Y
9	2110A RIP RIP-TE	Union City \$715 \$3,000	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A Con Con	11/12 10/11	Award Contract	6/30/12	R G	6-mo Ext. appv'd 1/25/12 \$3M Allocated 6/23/11 Transferred to FTA Grant	R R
10	2009A RIP	AC Transit \$3,705	Maintenance Facilities Upgrade Con	06/07	Final Invoice/Report	NA	NA	\$3,705K Allocated 9/7/06	G

Yellow Zone Projects

No Projects in this Zone this Report

Green Zone Projects

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)								
11	2009B	AC Transit	SATCOM Expansion	Con	06/07	Accept Contract	Note 3	G	\$1,000K Allocated 9/7/06	G
	RIP	\$1,000								
12	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS	Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K Allocated 4/26/07	G
	RIP	\$2,700								
13	2009D	AC Transit	Bus Component Rehabilitation	Con	06/07	Accept Contract	Note 3	G	\$4.5M Allocated 7/20/06	G
	RIP	\$4,500								
14	2009Q	AC Transit	Bus Purchase	Con	06/07	Accept Contract	Note 3	G	\$14M Allocated 10/12/06	G
	RIP	\$14,000								
15	2009L	Alameda Co.	Vasco Road Safety Improvements	Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 2/14/08 Contract Awd 7/29/08 Final Billing sub'd 2/14/12	G
	RIP	\$4,600								
16	2100F	Alameda Co.	Cherryland/Ashland/Castro Valley Sidewalk Imps.	Con	10/11	Accept Contract	11/1/14	G	\$1,150 Allocated 5/12/11 Awarded Nov 2011	G
	RIP-TE	\$1,150								
17	0016O	Alameda CTC	I-680 SB HOT Lane Accommodation	Con	07/08	Accept Contract	6/26/13	G	\$8M Allocated 6/26/08 42 -Mo Ext for Awd App'd 12-Mo Ext for Accept App'd 5/23/12	R
	RIP	\$8,000								
18	0044C	Alameda CTC	I-880 Reconstruction, 29th to 23rd	PSE	10/11	Complete Expend	6/30/13	G		G
	RIP	\$2,000								
19	0062E	Alameda CTC	I-80 Integrated Corridor Mobility	Env	07/08	Final Invoice/Report		NA	\$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G
	RIP	\$954								
20	0081H	Alameda CTC	RT 84 Expressway Widening (Segment 2)	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	G
	RIP	\$34,851								
	RIP-TE	\$2,179								
21	2100K	Alameda CTC	I-880 Landscape/Hardscape Improvements in San Leandro	PSE	09/10	Complete Expend	6/30/13	G	\$400K Allocated 6/30/10 12-Mo Ext App'd April 2012	R
	RIP-TE	\$400								
22	2179	Alameda CTC	Planning, Programming and Monitoring (Note 2)	Con	12/13	Allocate Funds	6/30/13	G		G
	RIP	\$1,993								
	RIP	\$1,948							\$1,948 Allocated 7/1/10	
	RIP	\$1,947							\$1,947 Allocated 8/11/11	
	RIP	\$320							Added in 2012 STIP	
	RIP	\$886							Added in 2012 STIP	
23	0016U	Alameda CTC	I-580 Castro Valley I/C Improvements	Con	07/08	Final Invoice/Report		NA	Contract Accepted July '11	G
	RIP	\$7,315								

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title				Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Req'd By				
24	2008B	BART	MacArthur BART renovate & enhance entry plaza							
	RIP-TE	\$954	Con	10/11				\$954 Allocated 6/23/11 Transferred to FTA Grant	G	
25	2009Y	BART	Ashby BART Station Concourse/Elevator Imps							
	RIP-TE	\$1,200	Con	07/08	Final Invoice/Report		NA	\$1,200 Allocated 6/26/08	G	
26	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	
27	9051A	BATA	Improved Bike/Ped Connectivity to East Span SFOBB							
	RIP-TE	\$3,063	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	NA	
28	2009W	Berkeley	Ashby BART Station Intermodal Imps							
	RIP	\$4,614	Con	07/08	Final Invoice/Report		NA	\$4,614 Allocated 6/26/08	R	
	RIP	\$1,500	Con	09/10	Final Invoice/Report		NA	AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09		
29	0057J	Caltrans	SR-24 Caldecott Tunnel 4th Bore Landscaping							
	RIP	\$400	PSE	12/13	Allocate Funds	6/30/13	G	Added in 2012 STIP	NA	
	RIP	\$1,100	ConSup	13/14	Allocate Funds	6/30/14	G			
	RIP	\$500	Con	13/14	Allocate Funds	6/30/14	G			
30	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing							
	RIP-TE	\$1,021	Con	10/11	Accept Contract	2/7/15	G	\$1,021 Allocated 8/11/11 Contract Awd 2/7/12	R	
31	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	G	
32	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)							
	RIP	\$4,000	Con	11/12	Accept Contract	11/7/14	G	Note 3 \$4M Allocated 6/23/11 PTA Contract Awd 11/7/11	R	
	RIP	\$1,500	Con	06/07	Final Invoice/Report		NA	Contract Accepted		
33	2100	MTC	Planning, Programming and Monitoring ²							
	RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G		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			
	RIP	\$126	Con	15/16	Allocate Funds	6/30/16	G	Added in 2012 STIP		
	RIP	\$131	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP		
34	New	MTC	I-680 Freeway Performance Initiative Project							
	RIP	\$1,000	ConSup	14/15	Allocate Funds	6/30/14	G	Added in 2012 STIP	NA	
	RIP	\$1,000	Con	14/15	Allocate Funds	6/30/14	G	Added in 2012 STIP		

Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase FY		Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
35	2100C1 RIP-TE	Oakland \$193	MacArthur Transit Hub Improvement, 40th St Con 07/08		Final Invoice/Report		NA	\$193 Allocated 7/26/07	G
36	2103A RIP-TE	Oakland \$885	Oakland Coliseum TOD Con 10/11		Accept Contract	11/10/14	G	\$885 Allocated 6/23/11 Contract Awd 11/10/11	R
37	2110	Union City	Union City Intermodal Station						
	RIP	\$4,600	Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 9/5/07	G
	RIP	\$720	Con	05/06	Final Invoice/Report		NA	\$720K Allocated 11/9/06	
	RIP-TE	\$5,307	Con	05/06	Final Invoice/Report		NA	\$5,307K Allocated 11/9/06	
	RIP-TE	\$2,000	Con	06/07	Final Invoice/Report		NA	\$2,000K Allocated 11/9/06	
	RIP	\$9,787	Con	06/07	Final Invoice/Report		NA	\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract - Site Imps accepted 11/19/10	

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/complete 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).

2010 STIP -Timely Use of Funds Provisions

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

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

Zone Criteria

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

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

Other Zone Criteria

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

Notes:

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

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Memorandum

DATE: May 29, 2012

TO: Programs and Projects Committee

FROM: Stewart Ng, Deputy Director of Programming and Projects
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 May 31, 2012. ACTAC is scheduled to consider this item on June 5th.

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 projects 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 was February 1, 2012 and the obligation deadline was 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: May 31, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)				Req'd By			
1	SRTS1-04-001	Ala County	Fairview Elementary School Vicinity Improvements							
		SRTS	\$508	Con	10/11	Obligate Funds	Note 1	R	See Note 2	R
						Complete Closeout	03/31/14	G		
		SRTS	\$77	PE	Prior				Obligated 1/29/09	
2	HSIP2-04-024	Ala County	Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements							
		HSIP	\$577	Con	11/12	Obligate Funds	Note 1	R	See Note 2	R
						Complete Closeout	03/31/14	G		
		HSIP	\$59	PE	Prior				Obligated 8/14/09	
		HSIP	\$63	R/W	Prior				Obligated 2/15/11	
3	HSIP2-04-027	Ala. County	Remove Permanent Obstacle along Shoulder (Foothill Road)							
		HSIP	\$427	Con	10/11	Submit Req for Auth	06/30/12	R	See Note 2	R
						Complete Closeout	09/30/14	G		
		HSIP	\$59	PE	Prior				Obligated 2/23/09	
4	ALA110030	Albany	Albany - Buchanan Bicycle and Pedestrian Path							
		CMAQ	\$1,702	Con	11/12	Obligate Funds	Note 1	R	RFA sub'd to CT	R
5	ALA110007	Berkeley	City of Berkeley Transit Action Plan - TDM							
		CMAQ	\$10	Con	11/12	Obligate Funds	Note 1	R	Working with Caltrans and MTC to add to PE	R
		CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11	
6	ALA110022	Berkeley	Berkeley - Sacramento St Rehab - Dwight to Ashby							
		STP	\$955	Con	10/11	Submit First Invoice	Note 1	R	\$955 Obligated 3/18/11	R
						Liquidate Funds	03/18/17	G	Contract Awd 7/19/11	
7	ALA110024	Dublin	Dublin Citywide Street Resurfacing							
		STP	\$547	Con	11/12	Advertise Contract	09/16/12	R	\$547 Obligated 3/16/12	R
						Award Contract	12/16/12	Y		
8	ALA110034	Dublin	West Dublin BART Golden Gate Drive Streetscape							
		CMAQ	\$580	Con	11/12	Obligate Funds	Note 1	R	RFA sub'd 2/1/12	R
		CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11	
									TIP Amendment Pending	
9	ALA110012	Fremont	Fremont CBD/Midtown Streetscape							
		CMAQ	\$1,007	Con	11/12	Advertise Contract	09/27/12	R	\$1,007 Obligated 3/27/12	R
						Award Contract	12/27/12	Y		
		CMAQ	\$540	Con	10/11	Submit First Invoice	Note 1	R	\$540 Obligated 4/13/11	
		CMAQ	\$53	Con	10/11	Submit First Invoice	Note 1	R	\$53 Obligated 6/13/11	
						Liquidate Funds	04/13/17	G		
10	ALA110018	Fremont	Fremont Various Streets Pavement Rehabilitation							
		STP	\$3,138	Con	10/11	Award Contract	Note 1	R	\$3,138 Obligated 2/22/11	R
						Submit First Invoice	Note 1	R		
						Liquidate Funds	02/22/17	G		

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Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title			Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)						Req'd By				
11	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)									
	HSIP	\$164	Con	11/12	Obligate Funds			Note 1	R	See Note 2	R	
					Complete Closeout			03/31/14	G			
	HSIP	\$35	PE	Prior						Obligated 11/28/07		
12	HSIP3-04-006	Fremont	Paseo Padre Parkway - Walnut Ave and Argonaut Way									
	HSIP	\$458	Con	12/13	Submit Req for Auth			09/01/12	R	See Note 2	G	
					Complete Closeout			12/02/14	G			
	HSIP	\$59	PE	Prior						Obligated 11/22/10		
13	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab									
	STP	\$1,336	Con	10/11	Award Contract			Note 1	R	\$1,336 Obligated 2/23/11	R	
					Submit First Invoice			Note 1	R			
					Liquidate Funds			02/23/17	G			
14	ALA110016	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab									
	STP	\$682	Con	11/12	Advertise Contract			08/17/12	R	\$682 Obligated 2/17/12	Y	
					Award Contract			11/17/12	R			
					Liquidate Funds			02/17/18	G			
15	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities									
	STP	\$3,492	Con	11/12	Advertise Contract			08/16/12	R	\$3,492 Obligated 2/16/12	R	
					Award Contract			11/16/12	R			
	STP	\$560	PE	10/11	Liquidate Funds			02/22/17	G	\$560 Obligated 2/22/11		
16	SRTS2-04-007	Oakland	Multiple School (5 Schools) Improvements Along Major Routes									
	SRTS	\$802	Con	10/11	Obligate Funds			Note 1	R	To CT HQ 1/30/12	R	
					Complete Closeout			03/31/14	G	See Note 2		
	SRTS	\$118	PE	Prior						Obligated 1/26/10		
17	ALA110031	Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities									
	CMAQ	\$709	Con	11/12	Submit Req for Auth			Note 1	R		R	
					Obligate Funds			Note 1	R			
18	ALA110021	Pleasanton	Pleasanton Various Streets Pavement Rehab									
	STP	\$876	Con	10/11	Submit First Invoice			Note 1	R	\$876 Obligated 4/14/11	R	
					Liquidate Funds			04/14/17	G	Contract Awd 6/21/11		
19	ALA110010	Port	Shore Power Initiative									
	CMAQ	\$3,000	Con	11/12	Advertise Contract			08/16/12	R	\$3,000 Obligated 2/16/12	R	
					Award Contract			11/16/12	R			
					Liquidate Funds			02/16/18	G			
20	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface									
	CMAQ	\$4,298	Con	11/12	Advertise Contract			08/28/12	R	\$4,298 Obligated 2/28/12	R	
					Award Contract			11/28/12	R			
	CMAQ	\$312	PE	10/11	Liquidate Funds			12/21/16	G	\$312 Obligated 12/21/10		

Red Zone Projects (cont.)

Index	TIP ID	Source	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
				Phase	FY					
			Prog'd Amount (\$x 1,000)				Req'd By			
21	ALA110028		Union City	Union City Blvd Corridor Bicycle Imp. Phase 1						
		CMAQ	\$860	Con	11/12	Advertise Contract	09/22/12	R	\$860 Obligated 3/22/12	R
						Award Contract	12/22/12	R		
						Liquidate Funds	03/22/18	G		
22	ALA110036		Union City	Union City BART East Plaza Enhancements						
		CMAQ	\$4,450	Con	10/11	Submit First Invoice	Note 1	R	\$4,450 Obligated 2/2/11	R
						Liquidate Funds	02/02/17	G	Contract Awd 6/28/11	

Yellow Zone Projects

Index	TIP ID	Source	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
				Phase	FY					
			Prog'd Amount (\$x 1,000)				Req'd By			
23	ALA090069		Ala County	Alameda County: Rural Roads Pavement Rehab						
		STP	\$1,815	Con	11/12	Advertise Contract	10/04/12	Y	\$1,815 Obligated 4/4/12	R
						Award Contract	01/04/13	Y		
		STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11	
24	ALA110026		Ala County	Alameda Co - Central Unincorporated Pavement Rehab						
		STP	\$1,071	Con	11/12	Advertise Contract	10/04/12	Y	\$1,071 Obligated 4/4/12	R
						Award Contract	01/04/13	Y		
		STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11	
25	ALA110035		Hayward	South Hayward BART Area/Dixon Street Streetscape						
		CMAQ	\$1,540	Con	11/12	Advertise Contract	10/04/12	Y	\$1,264 Obligated 4/4/12	R
						Award Contract	01/04/13	Y	Amounts per Phase Adjusted	
		CMAQ	\$260	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11	
26	ALA110013		Livermore	Iron Horse Trail Extension in Downtown Livermore						
		CMAQ	\$1,566	Con	11/12	Advertise Contract	10/04/12	Y	\$1,241 Obligated 4/4/12 Partial amount obligated	R
						Award Contract	01/04/13	Y	Advertise scheduled for June	
						Liquidate Funds	04/04/18	G	TLC Project Fed Aid (025)	
27	ALA110037		Livermore	Livermore Village Streetscape Infrastructure						
		STP	\$2,500	Con	11/12	Advertise Contract	11/16/12	Y	\$2,500 obligated 5/16/12	R
						Award Contract	02/16/13	Y	Fed Aid (022)	
						Liquidate Funds	05/16/18	G		
28	ALA110029		Oakland	Oakland Foothill Blvd Streetscape						
		CMAQ	\$2,200	Con	11/12	Advertise Contract	10/04/12	Y	\$2,200 Obligated 4/4/12	R
						Award Contract	01/04/13	Y		
						Liquidate Funds	04/04/18	G		

Green Zone Projects

Index	TIP ID	Sponsor		Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)									
29	ALA110033	ACCMA		Alameda County Safe Routes to School								
		CMAQ	\$2,289	Con	10/11	Liquidate Funds	03/29/17	G	\$2,689 Obligated 3/29/11	G		
		STP	\$400	Con	10/11	Liquidate Funds	03/29/17	G	Obligated w/ALA110009			
30	ALA110009	ACCMA		Bikemobile - Bike Repair and Encouragement Vehicle								
		CMAQ	\$500	Con	10/11	Liquidate Funds	03/29/17	G	\$500 Obligated 3/29/11 Obligated w/ALA110033	G		
31	ALA110025	Alameda		Alameda - Otis Drive Rehabilitation								
		STP	\$837	Con	10/11	Accept Contract	05/17/14	G	\$837 Obligated 3/8/11	G		
						Liquidate Funds	03/08/17	G	Awarded 5/17/11			
32	HSIP4-04-002	Alameda		Shoreline Dr - Westline Dr - Broadway Improvements								
		HSIP	\$348	Con	11/12	Submit Req for Auth	10/11/13	G	See Note 2	G		
						Complete Closeout	01/12/16	G				
		HSIP	\$68	PE	11/12	Liquidate Funds	07/12/15	G	\$68 Obligated 1/18/12			
33	HSIP4-04-010	Alameda		Park Street Operations Improvements								
		HSIP	\$607	Con	11/12	Submit Req for Auth	01/12/14	G	See Note 2	G		
						Complete Closeout	04/12/16	G				
		HSIP	\$126	PE		Liquidate Funds	10/12/15	G	\$126 Obligated 1/18/12			
34	ALA030002	Ala County		Vasco Road Safety Improvements Phase 1A								
		STP	\$2,250	Con	07/08	Liquidate Funds	08/31/16	G	Contract awarded 6/7/11 \$2,250 Obligated 8/31/10	G		
35	SRTS1-04-002	Ala County		Marshall Elementary School Vicinity Improvements								
		SRTS	\$450	Con	12/13	Submit Req for Auth	01/01/13	G	See Note 2	G		
						Complete Closeout	04/01/15	G				
		SRTS	\$50	PE	Prior		G	Obligated 12/7/10				
36	H3R1-04-031	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	G		
						Complete Closeout	12/31/15	G				
		HBRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G				
37	ALA110039	Albany		Albany - Pierce Street Pavement Rehabilitation								
		STP	\$117	Con	10/11	Liquidate Funds	05/02/17	G	Contract Awd 7/12/11 \$117 Obligated 5/2/11	G		
38	ALA090068	BART		MacArthur BART Plaza Remodel								
		CMAQ	\$626	Con	10/11				\$626 Obligated 3/16/11 Transferred to FTA Grant	G		

Green 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				
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 Transferred 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 Transferred to FTA Grant		
41	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	G
								Liquidate Funds	09/30/13	G
42	HSIP3-04-005	Fremont		Paseo Padre Parkway - Walnut to Washington - Replace Poles						
		HSIP	\$120	Con	12/13	Complete Closeout	12/02/14	G	\$120 Obligated 2/16/12	
		HSIP	\$23	PE	Prior				Obligated 11/18/10	
43	HSIP4-04-020	Fremont		Fremont Blvd / Eggers Dr						
		HSIP	\$275	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G		
				\$41	PE	Prior				Obligated 11/8/11
44	HSIP4-04-022	Fremont		Fremont Blvd / Alder Ave						
		HSIP	\$348	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G		
				\$43	PE	Prior				Obligated 11/8/11
45	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	G
								Liquidate Funds	09/30/13	G
										Obligated 6/18/10
46	ALA110015	Livermore		Livermore Downtown Lighting Retrofit						
		CMAQ	\$176	Con	10/11	Liquidate Funds	04/04/17	G	\$176 Obligated 4/4/11 Billing 1 dated 2/22/12 Fed Aid (024)	R
47	ALA110023	Livermore		Livermore - 2011 Various Arterials Rehab						
		STP	\$1,028	Con	10/11	Liquidate Funds	03/21/17	G	\$1,028 Obligated 3/21/11 Billing 1 dated 2/22/12 Fed Aid (023)	R
48	ALA110014	Oakland		Oakland - MacArthur Blvd Streetscape						
		CMAQ	\$1,700	Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11 Contract Dated 8/19/11	G
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
										Obligated 6/30/11

Green Zone Projects (cont.)

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone	
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity					
50	HSIP2-04-005	Oakland	Various Intersections Pedestrian Improvements								
			HSIP	\$81	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
						Liquidate Funds	03/30/14	G	Obligated 7/8/11		
51	HSIP4-04-005	Oakland	San Pablo Ave - West St - W. Grand Ave Intersections								
			HSIP	\$345	Con	13/14	Submit Req for Auth	12/13/13	G	See Note 2	G
							Complete Closeout	03/13/16	G		
			\$71	PE	Prior				Obligated 1/23/12		
52	HSIP4-04-011	Oakland	Bancroft Ave - 94th Ave Improvements								
			HSIP	\$398	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
							Complete Closeout	01/12/16	G		
			\$87	PE	Prior				Obligated 1/23/12		
53	HSIP4-04-012	Oakland	Hegenberger Rd Intersections								
			HSIP	\$738	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
							Complete Closeout	01/12/16	G		
			\$162	PE	Prior				Obligated 1/25/12		
54	SRTS1-04-014	Oakland	Intersection Improvements at Multiple School (5 Elem. + 1 Middle)								
			SRTS	\$700		Prior	Complete Closeout	03/31/14	G	See Note 2	G
						Liquidate Funds	09/30/13	G			
55	ALA110020	San Leandro	San Leandro - Marina Blvd Rehabilitation								
			STP	\$807	Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11	G
									Contract Awd 5/5/11		
56	HSIP4-04-015	San Leandro	Washington Ave / Monterey Blvd								
			HSIP	\$307	Con	13/14	Submit Req for Auth	01/12/14	G	See Note 2	G
							Complete Closeout	04/12/16	G		
			\$66	PE	Prior				Obligated 12/15/11		
57	HSIP1-04-001	San Leandro	Washington Ave - Estabrook St Intersection								
			HSIP	\$409		Prior	Liquidate Funds		NA	Revised FROE 10/25/10	G
58	ALA110017	Union City	Union City - Dyer Street Rehabilitation								
			STP	\$861	Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11	G
									Contract Awd 6/14/11		

Notes:

- 1 MTC Reso 3606 deadline or the Safety Program Monitoring date is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity.
- 2 HSIP, SRTS and HRRR projects may have different timely use of funds provisions than the MTC Reso 3606 requirements. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm. For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports, and the Liquidate Funds dates are set to six months prior to the date shown for Complete Closeout shown by Caltrans.

Appendix A
Federal At Risk Report Zone Criteria
Required Activities per Resolution 3606 (Revised July 23, 2008)

Required Activities Monitored by CMA ¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	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 there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated. If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline. Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA."	For Con phase: Once within 12 months of Obligation and then once every 6 months thereafter, for each federal program code. For all other phases: Once within 6 months following Obligation and then once every 6 months thereafter, for each phase and federal program code.

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

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

Notes:

- 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: May 29, 2012

TO: Programs and Projects Committee

FROM: Stewart Ng, Deputy Director of Programming and Projects
Matt Todd, Manager of Programming

SUBJECT: **Approval of CMA Exchange Program Quarterly Status Monitoring Report**

Recommendations

It is recommended the Commission approve the attached Quarterly Status Report for CMA Exchange projects, dated May 31, 2012. ACTAC is scheduled to consider this item on June 5th.

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. A total of \$7.5 million of revenue has been received from Union City, CMA Exchange project number 11, since the March 2012 report.

Attachments

Attachment A – CMA Exchange Projects Quarterly Status Report

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CMA Exchange Program - Status Report
May 31, 2012

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 4/19/12)	Amount to be received	Estimated Payback Date (full amount)	Agreement Status ¹
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 Imps	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	6/30/12	D
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	Done	E
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000	\$ 1,147,545	\$ 152,455	12/31/12	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 21	Fremont	Federal Block Grant LSR	STP	\$ 207,900	\$ -	\$ 207,900	12/31/12	N
17	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E
18	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E
19	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 9,314,000	\$ -	Done	E
Totals:					\$ 78,840,080	\$ 69,444,875	\$ 9,395,205		

Notes:

- 1) E = Agreement Executed
A = Agreement Amendment in Process
D = Agreement Draft Form
N = Agreement Not Initiated

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Memorandum

DATE: May 29, 2012

TO: Programs and Projects Committee

FROM: Stewart Ng, Deputy Director of Programming and Projects
Matt Todd, Manager of Programming

**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 May 31, 2012. ACTAC is scheduled to consider this item on June 5th.

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. The three projects in the Red Zone are in the final stages of executing the funding agreement.

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 33 active projects, 16 of which are listed under the report’s Green Zone and do not have required activities due for eight months or more. Most of the 14 projects in the Yellow Zone have expenditure deadlines between October and December 2012. The three projects in the Red Zone have FY 11/12 funding agreements that remain to be executed. Of the three, two have been received from the sponsor for final signature. As noted at the end of the report, two projects have been completed and will be removed from the next At Risk report.

Attachments:

Attachment A: TFCA Program Manager Fund At Risk Report

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TFCA County Program Manager Fund

At Risk Report

Report Date: May 31, 2012

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months)							
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 230,900	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 100,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA07	Hayward	Post-project Monitoring/ Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 50,300.00	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
YELLOW ZONE (Milestone deadline within 5-7 Months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	2nd deadline extension approved 10/28/10 Expenditures complete FMR received Final Invoice to be received
			\$ 275,405	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 6,403	FMR	Mar-12	Mar-12	
			Expend Deadline Met?	12/22/11	Yes		
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '12 2nd extension approved 10/27/11 Expenditures not complete FMR Due Mar '13
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 231,161	FMR	Mar-13		
			Expend Deadline Met?	12/22/12			
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	1st deadline extension approved 10/28/10 Expenditures complete FMR received Final Invoice to be received
			\$ 66,500	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12	Mar-12	
			Expend Deadline Met?	12/22/11	Yes		
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '12 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 241,071	FMR	Mar-13		
			Expend Deadline Met?	12/22/12			
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	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		
			\$ 92,245	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			

TFCA County Program Manager Fund

At Risk Report

Report Date: May 31, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
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		
			\$ 262,250	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		
			\$ 125,800	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			
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	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	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		
			\$ 52,859	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		
			\$ 56,519	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
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	Expenditures complete Final Invoice paid 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	FMR	Feb-13		
			Expend Deadline Met?	12/22/10	Yes		

TFCA County Program Manager Fund

At Risk Report

Report Date: May 31, 2012

<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							
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '13 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 141,061	FMR	Mar-13		
			Expend Deadline Met?	01/13/13			
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete FMR received Final Invoice to be paid
			\$ 280,000	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12	Apr-12	
			Expend Deadline Met?	01/13/12	Yes		
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete FMR received Final Invoice to be paid
			\$ 96,000	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12	Apr-12	
			Expend Deadline Met?	01/13/12	Yes		
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 40,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 194,000	Project Start	Dec-12	Aug-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 41,786	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,000	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 256,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 190,000.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 125,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			

TFCA County Program Manager Fund

At Risk Report

Report Date: May 31, 2012

<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							
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12	05/07/12	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,154	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 13,039	FMR	Feb-14		
			Expended Deadline Met?	11/14/13			
11ALA11	Pleasanton	Pleasanton Trip Reduction Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,816	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expended Deadline Met?	11/14/13			
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 59,500	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expended Deadline Met?	11/14/13			
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 245,000	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expended Deadline Met?	11/14/13			
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda Business Park (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 42,947	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 37,328	FMR	Feb-14		
			Expended Deadline Met?	11/14/13			
11ALA15	LAVTA	Route 10 - Dublin/Pleasanton BART to Livermore ACE Station (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 141,542	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 92,710	FMR	Feb-14		
			Expended Deadline Met?	11/14/13			
Completed Projects (will be removed from the next monitoring report)							
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures complete FMR received Final Invoice paid \$1,470 relinquished
			\$ 45,417	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	Apr-12	
			\$ 45,417	FMR	Mar-12	Mar-12	
			Expended Deadline Met?	01/13/12	Yes		
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures complete FMR received Final Invoice paid \$2,044 relinquished
			\$ 245,272	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12	Apr-12	
			\$ 245,272	FMR	Mar-12	Mar-12	
			Expended Deadline Met?	12/22/11	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: May 29, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming
Jacki Taylor, Program Analyst

RE: **Approval of Draft FY 2012/13 Transportation Fund for Clean Air (TFCA) Program**

Recommendation:

It is recommended the Commission approve the draft FY 2012/13 TFCA program. Attachment A summarizes the applications received and funding requested. A draft program recommendation will be distributed at the meeting. ACTAC is scheduled to consider this item on June 5th.

Summary:

A total of \$364,982 in TFCA funding is available to program to projects for FY 2012/13. Staff is currently evaluating the projects proposed for TFCA funding to confirm project eligibility and cost effectiveness. Attached is a summary of the six applications received requesting a total of \$451,484.

Information:

TFCA is a local fund source of the Bay Area Air Quality Management District (Air District). As the TFCA program manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Eligible projects are those that conform to the provisions of the TFCA Guidelines and meet the requirement of achieving a cost-effectiveness, on an individual project basis, of equal to or less than \$90,000 of TFCA funds per ton of total reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM10) emissions reduced (\$TFCA/ton emissions reduced). Additionally, TFCA funded projects are required to collect data for monitoring requirements and submit annual and final project reports.

Per the current Alameda CTC TFCA Guidelines, 70% of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30% of the funds are to be allocated to transit-related projects on a discretionary basis. A city or the county, with approval from the Alameda CTC Board, may choose to roll its annual "70%" allocation into a future program year. Since all available TFCA funds are to be programmed each year, a jurisdiction may borrow against its projected future year share in order to use rolled over funds in the current year. The preferred minimum TFCA request is \$50,000.

The Fund Estimate for the FY 2012/2013 program includes approximately \$1,775,000 in new programming capacity. This amount includes the five percent of available funding that is reserved for program administration. A total of \$1,430,000 of the FY 12/13 funding was previously programmed by the Alameda CTC in January 2012. The remaining \$364,982 available to program has been prioritized for transit and program operations. Consistent with this prioritization, all of the received funding requests are from current TFCA projects.

Staff continues to work with Sponsors and Air District staff to collect information to confirm project eligibility and cost effectiveness and a draft program will be distributed at the meeting. A primary consideration in the amount of TFCA funding recommended for each project is the result of a project's cost-effectiveness evaluation.

The FY 2012/13 Expenditure Plan, which determines the amount of TFCA funding available to program was adopted by the Air District May 2, 2012. The Air District's programming guidelines allow up to 6 months from the date of the Air District's approval of the Expenditure Plan to approve additional projects if a balance of funds remains. Any remaining balance not programmed by the end of the 6-month period, November 2, 2012, will be returned to the Air District. A final FY 12/13 program recommendation is scheduled to be considered in July.

Attachments:

Attachment A: Summary of FY 2012/13 TFCA applications received

**2012-2013 TFCA County Program Manager Fund
Summary of Applications Received**

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested
30% Transit Discretionary Share				
California State University, East Bay	CSUEB Second (Peak Hours) Shuttle - Increased Service Hours	The shuttle connects the Cal State University East Bay campus to the Hayward BART station. TFCA currently funds a second shuttle bus for peak hour service from 7am-10am and 3pm-7pm. TFCA request is for expansion of service hours for the second shuttle to include operations during 10am - 3pm, allowing for continuous operations from 7am - 7pm for FY12/13.	\$313,350	\$56,350
City of Oakland	Broadway Shuttle - Fri and Sat evening Extended Service	The Free Broadway Shuttle operates between the Jack London Oakland Amtrak Station and Broadway at 27th Street at 11-16 minute frequencies Monday-Thursday 7:00am-7:00pm; Friday 7:00am-1:00am; and Saturday 6:00pm-1:00am. The requested TFCA funding is for a second year of Fri-Sat evening service operations.	\$166,148	\$166,148
City of Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programs. The project includes monitoring efforts through surveys. TFCA request is for FY 12/13 program operations.	\$179,000	\$57,507
LAVTA	Route 53 ACE Shuttle Service	Local feeder bus service that provides service to the Altamont Commuter Express (ACE) Pleasanton Station and the West Dublin/Pleasanton BART Station, and the Stoneridge mall. TFCA request is for FY 12/13 operations.	\$136,718	\$34,180
LAVTA	Route 54 ACE Shuttle Service	Local feeder bus service that provides service between the Altamont Commuter Express (ACE) Pleasanton Station, the Dublin/Pleasanton BART Station and major employment centers including Stoneridge Mall, Bernal Business Park and Hacienda Business Park. TFCA request is for FY 12/13 operations.	\$149,198	\$37,299
LAVTA	Route 10 Service - BART to ACE to LLNL	Route 10 provide service between Dublin/Pleasanton BART, Livermore ACE and Lawrence Livermore Lab (LLNL). Route operates 7 days/week. TFCA request is for FY 2/13 operations.	\$4,301,183	\$100,000
Subtotal			\$ 5,245,597	\$451,484
TFCA Balance Available				\$364,982
Amount Requested over Available				(\$86,502)

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Memorandum

DATE: May 25, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming
Vivek Bhat, Senior Transportation Engineer

SUBJECT: **Approval of Measure B Countywide Discretionary Funding (CDF) Grant Extension requests; Bike Safety Education Program and Tri-City Senior Walks Club Program**

Recommendation

It is recommended that the Commission take the following actions related to the extension of two existing Measure B Countywide Discretionary Grant-funded programs. (East Bay Bicycle Coalition's Bike Safety Education Program and City of Fremont's Tri-City Senior Walks Club Program)

1. Approve extending above referenced Measure B Bicycle/Pedestrian program grants for one year, to June 30, 2013.
2. Allocate up to \$128,000 in additional funding to continue operations, as shown below:
 - a. Bicycle Safety Education Program (grant # A09-0025), for up to \$100,000.
 - b. Tri-City Senior Walk Clubs (grant # A09-0026), for up to \$28,000.

Summary

Staff is recommending that two of the currently operating CDF grant-funded programs receive a one year time extension, with additional funding to continue operations at the current levels: the Bicycle Safety Education program (operated by the East Bay Bicycle Coalition) for up to \$100,000 and the Tri-City Senior Walk Clubs (operated by the City of Fremont) for up to \$28,000.

Background

The Measure B Bicycle and Pedestrian Safety Fund includes funding for a competitive grant program, called the Bicycle/Pedestrian Countywide Discretionary Fund (CDF). To date, there have been four funding cycles, the last of which was Cycle 4, which was allocated in 2009. The Bicycle Safety Education program (operated by the East Bay Bicycle Coalition) and the Tri-City Senior Walk Clubs (operated by the City of Fremont) were allocated CDF grants in the last funding cycle (Cycle 4). Both these programs were originally scheduled to end on June 30, 2011.

As there was no funding cycle in fall 2010 due to lower funding amounts as a result of the economic downturn, neither of these programs were able to apply and compete for continued Measure B funding. Without funding, the programs would have to stop operating or severely reduce services. At the May 2011 meeting, the Alameda CTC Commission extended grant funding for both of these programs through June 30, 2012. The Bike Safety Program was granted an extension of up to \$100,000 and the Tri-City Walk Club Program was granted an extension of up to \$25,000.

The call for projects for Measure B CDF Cycle 5 is proposed to be released in Fall 2012. In order to continue ongoing operations of both programs, staff recommends extending these programs for another year.

Bicycle Safety Education: The current grant program provides bicycle safety education classes through a variety of classroom and on-road classes primarily to adults and also to some children. The program operates throughout the county.

On March 23, 2012, the EBBC requested a one year extension and proposed a scope of work for the next fiscal year (Attachment A). Because this is considered a program that provides a core service of bicycle safety education to county residents, staff recommends extending the program for one year with up to \$100,000 in CDF funds. The proposed level of funding is consistent with last year's grant extension recommended by the BPAC and approved by the Alameda CTC Board in May 2011. While the Board authorized up to \$100,000 in FY 2011/12, \$44,983 in Measure B funds were allocated which was combined with \$55,017 in grant funds rolled over from the initial bicycle safety education grant, totaling a \$100,000 program for the fiscal year.

Tri-City Senior Walk Clubs: This program, originally approved under cycle 4 funding , proposed to establish 12 walking clubs that teach seniors in the Fremont, Newark and Union City area, safe walking skills and encourage them to walk more through a 16-week course. Last year the program was extended for a year and six new walking courses were offered, expanding the program to a total of 20 walking courses offered. This program has been highly successful over the past 2.5 years of operations. Staff has confirmed that the project sponsor (City of Fremont) would like to continue the program in the upcoming fiscal year. Staff recommends extending the program for one year with up to \$28,000 in CDF funds.

Staff has been working with the City of Fremont to determine what would be offered in this fourth year of funding. The project sponsor would add an additional eight walking clubs, bringing the total to 28 clubs over a four year period.

Fiscal Impacts:

The one-year extension of the two grants will allocate up to \$128,000 in Measure B Bicycle and Safety Funds, to come from the Bicycle/Pedestrian Countywide Discretionary Fund.

Attachments

Attachment A: Bicycle Safety Education Program: Year 4 Funding Request

Attachment B: Summary Report and Recommendations for Tri-City Senior Walk Clubs Program



EAST BAY BICYCLE COALITION

Working for safe, convenient and enjoyable bicycling for all people in the East Bay

March 23, 2012

Vivek Bhat
Senior Transportation Engineer
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

Re: Extension of Bicycle Safety Education Program A90-0025 for 2012 – 2013 Grant Year

Dear Vivek,

I am following up on your conversations with Dave Campbell on extending our current contract beyond the expiration of the current grant cycle on June 30, 2012, for an additional year. We propose a new year of funding from July 1, 2012 to June 30, 2013 at the same level of funding of \$100,000 per year.

We have committed funding through Safe Routes to School for Kids Bike Rodeos and Family Cycling Workshops for Alameda County. We also anticipate the renewal of contracts with University of California Berkeley and California State University East Bay Hayward for additional Traffic Skills 101 classes and Lunchtime Commute Workshops. Based on this funding we propose offering the following classes/programs for the 2012-2013 grant year:

Bicycle Safety Education Programs proposed for Alameda County July 2012 to June 2013

Program:	Proposed ACTC funding	Other committed funding	Anticipated funding	Total Programs
Traffic Skills 101 Classroom (3.5 hrs)	22		4	26
Traffic Skills 101 Classroom (2 hrs)	0		14	14
Traffic Skills 101 Road Courses	6		1	7
Lunchtime Commute Workshops (1 hr)	15		8	23
How to Ride a Bike	3			3
Family Cycling Workshops	5	4		9
Train the Trainer	2			2
Skillz Drills Rodeos	4	6		10
Mock City Rodeo	3			3
Total Programs	60	10	27	97

Total Program Budget \$ 100,000 \$ 30,000 \$ 9,500 \$ 139,500

Thank you for your help in extending our contract for the 2012-2013 grant year.

Sincerely,


Renee Rivera
Executive Director

Bicycle Safety Education Programs proposed for Alameda County July 2012 to June 2013

Alameda CTC Proposed Programs and Targets 2012-2013

Bicycle Safety Education Program									
Performance Measure	Attendees Target	Proposed # of Programs	Other Committed Attendees	Other Committed Programs	Anticipated Funding Attendees	Anticipated Funding Programs	Total Attendees	Total Programs	
Day 1, Adult Bicycle Safety Classes (English, Spanish and Chinese) 3.5 hour class	300	22	0	0	0	0	300	22	
Day 1, Adult Bicycle Safety Classes (English) 2 hour class	0	0	0	0	168	14	168	14	
Day 2, Adult Bicycle Safety Road Classes 5.5 hour class	90	6	0	0	15	1	105	7	
Number of attendees at all Family Cycling Workshops	125	5	100	4	0	0	225	9	
Number of attendees at all How-to-Ride-a-Bike Classes	30	3	0	0	0	0	30	3	
Number of trained Bike Instructors	30	2	0	0	0	0	30	2	
Number of attendees at all Lunchtime workshops	180	15	0	0	80	8	260	23	
Number of attendees at all Kids Skillz Drills Bike Rodeos	140	4	210	6	0	0	350	10	
Number of attendees at all Kids Mock City Bike Rodeos	5	3	0	0	0	0	180	3	
Totals	895	60	310	10	263	23	1648	93	
Total Program Budget	\$100,000		\$30,000		\$9,500		\$139,500		



Human Services Department – Paratransit Program
3300 Capitol Avenue, P.O. Box 5006
Fremont, CA 94537-5006
510 574-2053 phone / 510-574-2054 fax
www.fremont.gov

April 2, 2012

Vivek Bhat
Alameda County Transportation Commission (Alameda CTC)
1333 Broadway, Suite 300
Oakland, CA 94612
510.208.7454 (Direct)

Dear Mr. Bhat:

This letter is a follow-up to my telephone conversation with you last week regarding a request for continued funding of the Tri-City Senior Walk Club Program (Alameda CTC Agreement # A09-0026) for Fiscal Year 2012 – 2013. The City of Fremont is requesting an extension of our current agreement with the Alameda CTC and an additional \$28,000 to fund program activities for next fiscal year.

With the additional funding the City of Fremont in conjunction with our community program partner, Generations Community Wellness, will implement eight (8) sixteen week Walk This Way Program sessions and provide support and continuing education for the team of peer leaders who are facilitating weekly, alumni group sessions for program graduates.

Attached please find the program's summary report and recommendations for the BPAC and CTC staff to consider in evaluating the request for service agreement extension and additional funding.

Please feel free to contact me at (510) 574-2033 or via email (sfong@fremont.gov) if there are any questions related to this request. I plan to be present for the BPAC meeting on April 12th.

Sincerely,

A handwritten signature in cursive script, appearing to read "Shawn Fong".

Shawn Fong
Program Manager

TRI-CITY WALK THIS WAY PROGRAM
SUMMARY REPORT AND RECOMMENDATIONS

The Tri-City Senior Walk Clubs program, currently implemented as the Tri-City Walk This Way Program, is in its third year of operation. The Program is a collaboration between the City of Fremont and Generations Community Wellness, a non-profit organization whose mission focuses on promoting physical fitness for all age groups, including older adults.

The Walk This Way Program currently uses a 16 week curriculum. Older adults at each program site meet weekly with a certified fitness instructor for a 90 minute session that includes an educational discussion, warm up exercises, walking, games that promote balance, coordination, strength, flexibility and brain fitness, and cool down exercises. The curriculum is broken down into four major sections:

- 1) How to improve physical fitness, including endurance, balance, strength and flexibility;
- 2) How good nutrition plays a critical role in living a healthy lifestyle;
- 3) How physical activity is directly tied to the prevention and management of chronic health conditions; and,
- 4) How walking is one mode of travel and how community mobility is dependent on pedestrian safety, driving safety, accessible community transportation options for seniors and persons with disabilities, and infrastructure design that meets the needs of pedestrians and bicyclists as well as drivers.

During the eighth or ninth week of the program, the fitness instructor leads the class on a walk to a farmers market or local grocery store for an educational session on nutrition/healthy eating and pedestrian safety.

Feedback from the participants has been extremely positive with 100% of participants rated their overall experience of the Walk This Way Program as “excellent” or “good”. Over 90% of participants improved their fitness level over the course of the program. (For more details, please refer to survey and assessment results included in past progress reports).

To date, the Walk This Way Program has accomplished the following:

- 17 program sessions of the Walk This Way Program have been completed, including 2 program sessions that were specifically targeted to ethnic minority communities (one Chinese/Mandarin-speaking and one Afghan/Farsi-speaking). Sessions have an average of 20 participants.

- 4 Program sessions are currently underway at the Newark Silliman Center, Union City Kennedy Center, Fremont Centerville Community Center and Fremont Centerville Presbyterian Church.
- Peer leaders were recruited and trained and are now leading Walk This Way Alumni Groups (continuing program for graduates of the 16-week program session) at the following locations: Newark Senior Center, Fremont Senior Center, Union City Senior Center, Afghan Elderly Association and Tropics Mobile Home Park in Union City.
- An “alumni” Walk This Way special healthy living celebration event was held in January 2012, in which 86 program graduates attended and learned new exercises, including strength training exercises with exercise bands.

SUMMARY OF LESSONS LEARNED

The Walk This Way Program model we are currently employing has been extremely successful at helping older adults start and maintain a physical activity program that focuses on not just walking but an inclusive framework of exercise, nutrition and walking, including “pleasure” walking and walking as a mode of travel.

Because the program takes a holistic view of health and community mobility for older adults, we have also seen high participation in other programs that are promoted alongside our Walk This Way Program. Participants have participated in such “adjunct” programs as:

- Older Driver Safety Workshops
- Travel Training Workshops: Two-day workshops with classroom instruction that covers topics such as the use of Clipper Cards, planning transit trips, and accessibility features of transit and a field outing on the bus and BART to gain first-hand experience of using transit.
- Transit Adventure Program: Outings on transit to interesting community destinations such as the de Young Museum, the Tech Museum, Santa Clara Convention Center, San Francisco Ferry Building, Oakland Museum and Chinatown, etc. These outings involve walking to transit and building familiarity with multiple transit systems, including: AC Transit, BART, MUNI, VTA , Oakland/Alameda Ferry, UC Berkeley Bear Transit, Stanford University Marguerite Shuttle.
- Clipper Card Outreach Events

Although the base 16-week program has been very successful, we have encountered a few challenges along with way. These challenges and some of our solutions are outlined below:

Managing different fitness levels among program participants

We promote the Walk This Way Program as a low-intensity, beginner-level fitness program, however over the years we have encountered vast differences in program participants' functional abilities and their corresponding fitness levels. This wide range of fitness levels presents a difficulty in teaching a class that can be challenging for all participants yet maintains a level of safety for all. Given the challenge of different fitness levels, it has been essential to have a certified fitness instructor that leads the class safely through the various exercises, can identify when participants are having difficulty and/or not performing exercises with the proper techniques, and can modify exercises based on the abilities of the participants.

Although we had a certified fitness instructor for our 16-week initial program, it was still necessary to set a minimum functional level for seniors to participate. Teaching a fitness class to seniors comes with inherent risks that result from the myriad of issues that many seniors face as they age, namely, decreased muscle strength, diminished balance and chronic conditions that make walking/exercise more difficult. Setting minimal functional level criteria was critical for ensuring that participants were matched to a program that was structured meet their abilities. The minimal functional level criteria was tied to the two assessments that we conduct at the beginning of every new program session: all participants must be able to complete a timed quarter mile walk within 7 minutes and must be able to complete 7 chair stands within 30 seconds. Seniors who do not meet these criteria are referred to other community exercise programs that meet their needs.

Providing program for limited English speaking participants

At the first ethnic program site with primarily Mandarin-speaking seniors, it was difficult to teach the class, even with the help of participants who were providing interpretation assistance. The following factors made for complicated and difficult program implementation: the class being taught in English with interpretation, program materials not being available in the participants' native language, no designated group leader from within the ethnic group and the cultural differences in approaches and attitudes towards exercise and healthy living. When we provided our next Walk This Way Program to an ethnic community, we employed the following strategies:

- We recruited a program site where educational and outreach activities were already taking place – the Afghan Elderly Association's weekly program for seniors in Fremont.

- We identified key paid staff that would not only provide interpretation assistance but would become peer leaders after the formal, instructor-led program was completed.
- Given our ability to embed our classes in an existing program with formal staff support, we were more attuned to cultural issues and could effectively set up a structure to continue alumni, staff-led classes for program graduates.

Recruiting peer leaders for continuing alumni groups

Recruiting peer leaders was much more difficult than we originally imagined. Finding older adults who were retired was the easy part, but many of those seniors had no interest in committing to lead a weekly alumni class and many felt that such a class required a certified fitness instructor. Having alumni groups that are open to program graduates only ensures that the participants have already received sound instruction in exercise techniques and have progressed beyond their original fitness levels thereby providing a level of comfort to peer leaders who are not formally trained as fitness instructors.

Additionally, limiting the alumni groups to program graduates helps to keep the size of the alumni program manageable. Some program graduates choose to continue their physical activity programs on their own or take a higher intensity fitness class. Those that like the camaraderie and support of the group class are often motivated to seek out an alumni group to participate in. This self-selection process coupled with the program graduate's familiarity with the program model and their knowledge of their own strengths and limitations makes the job of teaching these alumni classes easier and the recruitment of the peer leaders much more successful.

After our first round of program sessions in 2009, we able to recruit one volunteer peer leader who took charge of the Fremont and Newark alumni groups and one peer leader who took charge of the Tropics mobile home park. Eventually we were able to recruit one leader for the Union City alumni group. Having just one peer leader was not reasonable for each group, given the lack of a leader substitute for vacations/illnesses and potential leader burnout.

We are now employing a strategy of recruiting a team of four volunteer peer leaders to lead each alumni group and have been able to institute those teams for the Fremont and Newark Alumni groups. Additionally, we are holding quarterly peer leader meetings were we provide support and continuing education to the peer leaders. In order to recognize the efforts of the peer leaders, we have instituted a yearly Walk This Way Alumni event that serves the dual purpose of re-invigorating our alumni groups' goals around fitness and community mobility and recognizing the volunteer efforts of the peer leaders.

We are currently trying to develop additional volunteer roles for the Walk This Way Program, such as monthly walk leaders for trail walks. We are hoping to have these additional opportunities implemented in the next fiscal year.

OUTLOOK FOR PROGRAM SUSTAINABILITY

Although there were initial discussions with the BPAC about having Peer Leaders lead the entire program in the future, it is clear from our experience that senior participants in our Walk This Way Program have benefitted greatly from an initial 16-week program that is led by a certified fitness instructor followed by an opportunity to participate in peer-led weekly, on-going sessions. The current model provides a safe and comprehensive way to engage seniors in fitness, healthy living and community mobility issues.

The City of Fremont requests additional funding to continue our Walk This Way Program in the cities of Fremont, Newark and Union City, using the current model. The Walk This Way Program is a small monetary investment that pays off dividends in maintaining the mobility of older adults in our community.

SUGGESTIONS FOR PROGRAM REPLICATION COUNTYWIDE

The Walk This Way Program model is structured in such a way that allows easy replication to different parts of Alameda County. The key components to making replication successful include having a single entity, like the City of Fremont that is charged with the outreach and oversight of the program, and a community partner, like Generations Community Wellness, that has the knowledge base and expertise in delivering fitness programs to all ages, including older adults. Centralized program outreach and oversight ensures curriculum and program implementation integrity.

The City of Fremont is open to providing technical assistance to any organization looking to implement the Walk This Way Program model. We are currently working with Generations Community Wellness to provide technical assistance for possible program replication in Santa Clara County in the near future.

Generations Community Wellness is based in Santa Clara County but has expressed a desire in helping to replicate the Walk This Way Program model in other parts of Alameda County should the Alameda CTC wish to pilot the project in other geographic areas.



Memorandum

DATE: May 29, 2012

TO: Programs and Project Committee

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

SUBJECT: **Approval of Measure B Paratransit Pass-Through Program Plans and Minimum Service Level Grants for Fiscal Year 2012/2013**

Recommendation

It is recommended that the Committee:

- Approve the Measure B paratransit pass-through program plans, for both mandated and non-mandated programs, for 13 recipients in Alameda County for \$9.4 million.
- Approve two Minimum Service Level Grants for a total of \$100,000.

Summary

Each year, all paratransit programs that receive Measure B pass-through funds are required to submit a paratransit plan and budget for the forthcoming fiscal year. The Alameda CTC provides estimated annual revenues to each paratransit program. The Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) reviews and provides a recommendation for all Measure B Paratransit Program Claims for funding. PAPCO also reviews and provides a recommendation for the distribution of up to \$100,000 in Minimum Service Level Grants (MSL). PAPCO does not dictate individual paratransit programs, but rather encourages the best overall service in the County through coordination, a focus on cost effectiveness, ensuring consumer involvement, and offering their own experiences for making programs more responsive to consumer needs. PAPCO reviews all applications and makes recommendations to the Commission for funding. Attachment A includes a detailed summary of PAPCO's recommendations for these programs.

Background

PAPCO members reviewed all thirteen Measure B program plan claims for fiscal year 2012/13 in five subcommittee meetings over two days and at the May PAPCO meeting. PAPCO members were asked to volunteer to be appointed to review subcommittee meetings. A few members attended multiple meetings to increase their understanding of the diversity of programs in the County. Following a brief presentation by each program manager – including an overview of their program, budget highlights, planning process overview and challenges faced by the program – each PAPCO Subcommittee made comments/suggestions to the individual program managers and made a recommendation for approval which was forwarded to the entire PAPCO on May 21. It is estimated that funding for these programs in FY 12/13 will result in approximately 975,000 rides for paratransit users in Alameda County.

At PAPCO's May 21st meeting, members also approved all city-based program plans, the base funding for the programs, and requested quarterly updates from the Livermore Amador Valley Transit Authority (LAVTA) and monthly written updates from the City of Hayward. In addition PAPCO approved a \$75,000 Minimum Service Level Grant for the City of San Leandro, and a \$25,000 Minimum Service Level Grant for the City of Oakland for a total of \$100,000.

Fiscal Impacts

These recommended actions will authorize implementation of 13 paratransit programs for \$9.4 Million in pass-through funds and approve two Minimum Service Level Grants for a total of \$100,000 discretionary Measure B funds. The and Minimum Service Level Grants funds have sufficient capacity to fund the proposed projects.

Attachment

Attachment A: Paratransit Program Plans and Budgets Summary

Measure B Paratransit PAPCO Program Plan Review

Fiscal Year 2012/13

The table below summarizes PAPCO's recommendation to the Commission for Measure B paratransit claims for fiscal year 2012/13 for base funding and Minimum Service Level (MSL) grants. Programs whose services fell below PAPCO-defined Minimum Service Levels were eligible to apply for MSL grants.

Detailed comments were made by PAPCO members regarding each program. Please see the next section of this document for a summary of their comments.

Paratransit Programs Approved May 2012	Measure B Funding Allocation FY 12/13	MSL Request FY 12/13	Other Funding for FY 12/13 ¹	Total Budget FY 12/13	Projected Trips (Door-to-Door, Shuttle, and Taxi)
City of Alameda	\$144,496		\$39,504	\$184,000	10,300
City of Albany	\$27,402		\$11,260	\$38,662	4,900
City of Berkeley	\$224,007		\$120,000	\$344,007	11,450
City of Emeryville	\$22,062		\$278,082	\$300,144	7,450
City of Fremont	\$704,309		\$23,770	\$728,079	18,500
City of Hayward ³	\$664,422		\$195,261	\$859,683	28,100
City of Newark	\$141,961		\$37,938	\$179,899	5,400
City of Oakland	\$872,804	\$25,000	\$139,395	\$1,012,199	23,500
City of Pleasanton	\$83,713		\$460,874	\$544,587	15,000
City of San Leandro	\$254,752	\$75,000	\$93,175	\$347,927	13,500
City of Union City	\$257,130		\$559,870	\$817,000	19,750
LAVTA ⁴	\$134,886		\$1,293,293	\$1,428,179	45,600
East Bay Paratransit	\$5,860,549 ²		\$30,802,513	\$36,663,062	769,787
TOTALS	\$9,392,493	\$100,000	\$34,054,935	\$43,447,428	973,237

¹ Programs may also receive funding from fares, Gap funding, reserves, General Fund, and other sources

²AC Transit allocated \$4,309,533 and BART allocated \$1,551,016

³ Conditional funding based on monthly written updates from the City of Hayward

⁴ Conditional funding based on quarterly updates from LAVTA

PAPCO Recommendation Process

PAPCO members reviewed all Measure B program plan claims for fiscal year 2012/13 over a period of six meetings (five subcommittee meetings over two days and the May PAPCO meeting). PAPCO members were asked to volunteer for subcommittee meetings of particular interest to them. Some members attended multiple meetings to increase their understanding of the diversity of programs in the County. Following a brief presentation by each program manager – including an overview of their program, budget highlights, planning process overview, and challenges faced by the program – each PAPCO Subcommittee made comments/suggestions to the individual program managers and made a recommendation for approval which was forwarded to the entire PAPCO on May 21.

Subcommittees May 4, 2012

East Bay Paratransit

The following PAPCO members were present:

- Larry Bunn
- Sandra Johnson Simon
- Gaye Lenahan
- Jonah Markowitz
- Betty Mulholland
- Rev. Carolyn Orr
- Sharon Powers
- Will Scott
- Sylvia Stadmire
- Hale Zukas

East Bay Paratransit's Plan was presented by:

- *Mark Weinstein*, presenter

South County Programs

The following PAPCO members were present:

- Larry Bunn
- Joyce Jacobson
- Rev. Carolyn Orr
- Sharon Powers
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Will Scott
- Sylvia Stadmire
- Esther Waltz

The following Program Plans were presented:

- City of Union City, *Wilson Lee*, presenter
- City of Fremont, *Shawn Fong*, presenter
- City of Newark, *David Zehnder*, presenter

East County Programs

The following PAPCO members were present:

- Larry Bunn
- Joyce Jacobson
- Rev. Carolyn Orr
- Sharon Powers
- Carmen Rivera-Hendrickson
- Michelle Rousey

- Will Scott
- Sylvia Stadmire
- Esther Waltz

The following Program Plans were presented:

- Livermore Amador Valley Transit Authority, *Paul Matsuoka, Kadri Klm*, presenters
- City of Pleasanton, *Pam Deaton*, presenter

Subcommittees May 7, 2012

North County Programs

The following PAPCO members were present:

- Aydan Aysoy
- Sandra Johnson Simon
- Gaye Lenahan
- Jonah Markowitz
- Betty Mulholland
- Rev. Carolyn Orr
- Vanessa Proee
- Michelle Rousey
- Harriette Saunders
- Will Scott

The following Program Plans were presented:

- City of Oakland, *Hakeim McGee and Mia Thibeaux*, presenters
- City of Berkeley, *Leah Talley, Saulo Villatoro and Beverly Bolden*, presenters
- City of Alameda, *Gail Payne*, presenter
- City of Albany, *Isabelle Leduc*, presenter
- City of Emeryville, *Kevin Laven*, presenter

Central County Programs

The following PAPCO members were present:

- Aydan Aysoy
- Shawn Costello
- Joyce Jacobson
- Sandra Johnson Simon
- Rev. Carolyn Orr
- Vanessa Proee
- Michelle Rousey
- Harriette Saunders
- Will Scott

The following Program Plans were presented:

- City of San Leandro, *Joann Oliver and Louie Despeaux*, presenters
- City of Hayward, *Anne Culver*, presenter

Overall Trends Noted by Committee Members and Staff:

- Outreach is needed, as well as more follow up on complaints.
- Many programs are the same as previously, so there is more focus on customer service.
- More programs are seeking to be green.
- The presentations are better.
- Like grandfathering, the new issue for us is how to make transitions.
- There are more taxi programs available today.
- There is a need for same-day service, especially accessible service.

- People have concern for low-income needs and how to accommodate them.
- People are asking about reciprocity and using other cities' programs.

PAPCO Meeting May 21, 2012

On May 21, 2012, the full PAPCO Committee considered and moved on Minimum Service Level applications, grandfathering, and recommendations from the PAPCO Program Plan Review subcommittees.

The following PAPCO members were present:

- Aydan Aysoy
- Larry Bunn
- Herb Hastings
- Gaye Lenahan
- Jane Lewis
- Jonah Markowitz
- Betty Mulholland
- Rev. Carolyn M. Orr
- Sharon Powers
- Vanessa Proee
- Harriette Saunders
- Will Scott
- Sandra Johnson Simon
- Sylvia Stadmire
- Esther Waltz
- Hale Zukas

Minimum Service Level Measure B Claims for FY 11/12 – City of Oakland \$25,000; City of San Leandro \$75,000

Will Scott made a motion to approve both requests for MSL grant funding; Esther Waltz seconded the motion; the motion carried with one abstention (Stadmire).

Grandfathering Policy

Staff suggested that PAPCO adopt the following interim grandfathering policy for FY 12/13. “For City-based Door-to-Door Service and Taxi Subsidy Service, Cities may offer “grandfathered” eligibility to program registrants below a newly established eligibility age (70-80), who have used the program regularly in FY 11/12, and so long as it does not impinge on the City’s ability to meet the Implementation Guidelines.” Jonah Markowitz made a motion to approve the interim grandfathering policy; Sharon Powers seconded the motion; the motion carried unanimously.

Base Program Funding

A motion to approve the subcommittee recommendations on base program funding for all programs except Hayward and LAVTA was made by Will Scott and seconded by Harriette Saunders. The motion was carried unanimously. The committee then considered conditional funding for LAVTA requiring in-person quarterly reporting to address progress on customer service issues. Hale Zukas made a motion for conditional funding; Jonah Markowitz seconded the motion; the motion carried with three opposed (Hastings, Powers, and Waltz). The committee then considered conditional funding for Hayward requiring monthly paper reporting, availability for on-call in-person reporting, and a corrected budget. Jonah Markowitz made a motion for conditional funding; Sandra Johnson Simon seconded the motion; the motion carried unanimously.

City of Alameda – Measure B Claim for FY 12/13 is \$144,496

Overview of Services provided for application year

- Taxi program
- Shuttle
- Group Trips
- Scholarship

PAPCO's Comments:

- The program is solid. Continue to get information out.
- The program is really good – I appreciate the medical return service.
- Good job. I commend you.
- The program is great. Post information at local stores, also. I appreciate the changes.
- I would like to see the shuttle run more.
- I agree: Provide more shuttle service to increase ridership. Otherwise, the program is good.
- The innovative outreach is good, especially the banner theater.
- The program has been doing great with reporting. Keep going in the right direction. Good job.
- Post information at the local college.

Subcommittee Recommendation:

Michelle Rousey made a motion for full funding; Sandra Johnson Simon seconded the motion; the motion passed (9 yes/Harriette Saunders recused herself).

City of Albany – Measure B Claim for FY 12/13 is \$27,402

Overview of Services provided for application year

- Taxi program
- Shuttle
- Group Trips
- Meal delivery
- Gap Grant funded walking trips

PAPCO's Comments:

- The program is good.
- Keep up the good work.
- I love the shopping shuttle, especially the diversity of destinations. Advertise more.
- The program covers many different needs – Keep up the good work.
- This program is doing as good as or better than bigger programs.
- I liked the senior center fair.

Subcommittee Recommendation:

Harriette Saunders made a motion for full funding; Michelle Rousey seconded the motion; the motion passed (8 yes/Jonah Markowitz recused himself).

City of Berkeley – Measure B Claim for FY 12/13 is \$224,007

Overview of Services provided for application year

- Taxi program
- Wheelchair van program
- Scholarship

PAPCO's Comments:

- The program is number one. Kudos.
- Keep the general public informed about services and changes.
- Keep up the good work.
- Make sure the requirements are clear – These can be confusing (especially, the graduated benefits).
- Thanks for continuing to improve the program.
- You are executing the fundamentals well.

Subcommittee Recommendation:

Jonah Markowitz made a motion for full funding; Will Scott seconded the motion; the motion passed (9 yes/Aydan Aysoy recused herself).

City of Emeryville – Measure B Claim for FY 12/13 is \$22,062

Overview of Services provided for application year

- Taxi program
- Group Trips
- Scholarship
- Meal delivery
- Gap Grant funded same-day door-to-door

PAPCO's Comments:

- Continue with the great services. Keep up the good work. I especially like the volunteer programs for Meals on Wheels.
- Keep up the good job.
- The program is great. It creates opportunities for a lot of people.
- Good job.
- Group trips provide a great reason to get out. The program has many benefits – Meals on Wheels is great. It's good to offer reimbursement as a reward.
- The program has great same-day eligibility/enrollment.
- I hope everyone else (the other cities) appreciates group trips.

- The volunteer driver meals program is great! It allows for a feeling of purpose.

Subcommittee Recommendation:

Will Scott made a motion for full funding; Jonah Markowitz seconded the motion; the motion passed (9 yes).

City of Fremont – Measure B Claim for FY 12/13 is \$704,309

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Group Trips
- Meal delivery
- Gap Grant funded Travel Training
- Gap Grant funded Volunteer Driver program
- Gap Grant funded taxi program

PAPCO's Comments:

- I am glad you participated in a BART outreach event.
- The grant-funded travel training is very good.
- Travel training is a great idea – very important.
- Wonderful program – great to have multiple language options.
- Applause.
- As always, the program is good.
- I am very impressed and glad you serve minors.
- Your progressive service (especially to minors) could be a model.
- I am impressed by your command of statistics and your attention to detail and individuals.
- A+: You clearly care from the heart about your program.
- As usual, good job. Thank you.
- I am eager to see how the satellite office works.

Subcommittee Recommendation:

Michelle Rousey made a motion for full funding; Will Scott seconded the motion; the motion passed (7 yes/Larry Bunn and Sharon Powers recused themselves).

City of Hayward – Measure B Claim for FY 12/13 is \$664,422

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Grant funded taxi program
- Group Trips
- Scholarship
- Travel Training

- Meal delivery

PAPCO's Comments:

- Focus a lot on outreach in starting the new program, especially with the change in door-to-door service. I really like what you have been doing.
- You have taken constructive criticism well and responded.
- People need trips to Chabot for jobs, also.
- I applaud how you have faced difficulties and offer services to those who need it.

Subcommittee Recommendation:

Michelle Rousey made a motion for conditional funding with 1) a corrected budget, 2) monthly written reports, and 3) available on-call for reports to PAPCO; Shawn Costello seconded the motion; the motion passed (6 yes/Vanessa Proee recused herself).

City of Newark – Measure B Claim for FY 12/13 is \$141,961

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Meal delivery
- Gap Grant funded taxi program

PAPCO's Comments:

- It's a good program – Keep up good work.
- It's good that your complaint process is posted on vehicles.
- The program is going well, managed effectively.
- I am impressed.
- I am glad to see Sunday service back.
- Make sure people know about changes.
- I would like to see you serving more people, especially children.
- I would like to see the survey.
- The program is small, but efficient and powerful.
- I am impressed with the outreach at the senior center. Good job.
- I am glad the senior center is open again.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for full funding; Will Scott seconded the motion; the motion passed (8 yes/Larry Bunn recused himself).

City of Oakland – Measure B Claim for FY 12/13 is \$872,804

Overview of Services provided for application year

- Taxi program
- Wheelchair van program

- Gap Grant funded shuttle program

PAPCO's Comments:

- You are doing a great job with what you have.
- The program is great and necessary.
- If possible, offer additional medical vouchers as dollars allow.
- The program provides lots of service. I have no complaints.
- Please expand the accessible cabs availability so that it's easy to get to areas like San Francisco.
- Keep up the good work.
- Support your envisioned additional services if the transportation sales tax measure passes.
- Hakeim is the man for the job.

Subcommittee Recommendation:

Michelle Rousey made a motion for full funding; Sandra Johnson Simon seconded the motion; the motion passed (9 yes/Rev. Carolyn Orr recused herself).

City of Pleasanton – Measure B Claim for FY 12/13 is \$83,713

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Gap Grant funded shuttle
- Gap Grant funded Volunteer Driver program

PAPCO's Comments:

- The program is doing very well, especially the accommodation of multiple languages.
- Good job.
- I like the emphasis on customer service.
- The presentation was very informative.
- The program is excellent – using the program to help seniors get out of the house to socialize, and to keep from being institutionalized unnecessarily.
- I like the folder of materials.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for full funding; Michelle Rousey seconded the motion; the motion passed (8 yes/Carmen Rivera-Hendrickson recused herself).

City of San Leandro – Measure B Claim for FY 12/13 is \$254,752

Overview of Services provided for application year

- Pre-scheduled door-to-door program for medical trips
- Shuttle
- Grant funded taxi program

PAPCO's Comments:

- I am happy there is flag stop. I am glad the people of San Leandro are being taken care of.
- I wish there was still shuttle reciprocity with Hayward.
- Good job at serving personal needs.
- I like the program a lot.
- Good job with the flag stops. Make sure outreach covers this aspect.
- It's great you are covering taxi vouchers now also.
- I am impressed that you dealt with the budget problem while expanding ridership. Good job educating riders as well as drivers.
- Kudos on the work you are doing, especially the flagging.
- The presentation was great– I am a new San Leandro resident and am eager to follow up on services offered.

Subcommittee Recommendation:

Michelle Rousey made a motion for full funding; Sandra Johnson Simon seconded the motion; the motion passed (9 yes).

City of Union City – Measure B Claim for FY 12/13 is \$257,130

Overview of Services provided for application year

- Pre-scheduled ADA door-to-door program
- Premium door-to-door program
- Gap Grant funded taxi program

PAPCO's Comments:

- Fill your PAPCO vacancy.
- I am very proud of the program, especially the “green” efforts. Keep up the good work.
- The facility looks really nice.
- Kudos.
- I am impressed by the efficiency of housing operations and administration together.
- I am very impressed.
- I am glad to be a Union City resident.
- Congratulations on a good program.
- I would like to see a survey.
- It is a blessing to see something good in the news.
- The program is well organized.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for full funding; Michelle Rousey seconded the motion; the motion passed (8 yes/Larry Bunn recused himself).

Livermore Amador Valley Transit Authority (LAVTA) – Measure B Claim for FY 12/13 is \$134,886

Overview of Services provided for application year

- Pre-scheduled ADA door-to-door program
- New Freedom Grant funded taxi program

PAPCO's Comments:

- I worry it is difficult to work with multiple contractors.
- We should do better service for our consumers.
- Keep up on complaints – address them in a timely manner. With that, it's a fairly decent program. Keep weeding out problems.
- With all the issues/changes, you have done a remarkable job.
- The program balances being cost effective with good service – good job.
- Good job on providing more printed data.
- Good job. I would like to see results of the customer service survey. It's good to see continually improving service.

Subcommittee Recommendation:

Will Scott made a motion for full funding; Larry Bunn seconded the motion; the motion passed (5 yes/2 no/Note: 2 members wanted to propose conditional funding with quarterly reports but did not amend the original motion; Carmen Rivera-Hendrickson and Ester Waltz recused themselves).

East Bay Paratransit – Measure B Claim for FY 12/13 is \$5,860,549 (AC Transit allocated \$4,309,533 and BART allocated \$1,551,016)

Overview of Services provided for application year

- Pre-scheduled ADA door-to-door program

PAPCO's Comments:

- I have seen tremendous positive changes in services, for example, the pick-up window is better. On a recent regional trip to San Francisco, the driver was delightful, and provided great service. The only remaining concern is customer service training and re-training.
- Still not seeing comment cards. There is still inconsistency in driver commendation.
- Need centralized dispatch center change – I support!
- Request consideration of accessible cabs as backup service.
- Things are running well for the most part.
- Paratransit is about the best thing going – It is critical to quality of life. I never could have gotten to some places without paratransit.
- Request a cell phone call on vehicle arrival. Sometimes I wait in the lobby for my security and can't see the vehicle.
- The service is a lot better.
- The program is good on fundamentals. Keep it up. Substantial improvements since 1995.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for full funding; Jonah Markowitz seconded the motion; the motion passed (8 yes/Sandra Johnson Simon and Hale Zukas recused themselves).



Memorandum

DATE: June 4, 2012

TO: Programs and Projects Committee

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

SUBJECT: **Approval of FY 2012/13 Measure B Capital Program Strategic Plan Update**

Recommendation

It is recommended that the Commission approve the following actions related to the FY 2012/13 Measure B Capital Program Strategic Plan Update:

1. Approve a Program Escalation Factor (PEF) of 1.0 to convert the FY 2011/12 Ending 2000 Measure B Programmed Balance to the FY 2012/13 Beginning 2000 Measure B Programmed Balance;
2. Confirm the Measure B commitments to the individual capital projects included in the 1986 and 2000 Measure B Capital Programs, including the transfer of \$2.188 million of the 2000 Measure B commitment for the Westgate Parkway Extension Stage 2 project (ACTIA No. 18B) to the East 14th Street/Hesperian Boulevard/150th Street Improvements project (ACTIA No. 19) as requested by the City of San Leandro in compliance with the requirements set forth in the 2000 Measure B Expenditure Plan;
3. Approve the 2000 Measure B Capital Project Allocation Plan included in Attachment C;
4. Confirm the Measure B commitments to the advances, exchanges and loans previously authorized on a case-by-case basis as reflected in the Program Financial Plans for the 1986 and 2000 Measure B Capital Programs included in Attachment B and Attachment D, respectively; and
5. Approve the adoption of the thirteen (13) capital projects included in the 2012 STIP Exchange shown in Attachment D into the CMA TIP program of projects and the associated payment(s) of the \$37.03 million of exchanged 2000 Measure B Capital Program funding into the Local Fund Exchange Program which funds the CMA TIP projects.

Summary

The FY 2012/13 Measure B Strategic Plan Update addresses both the 1986 Measure B Capital Program and the 2000 Measure B Capital Program. While the governing boards for each measure have merged, the requirements related to each measure remain in effect and continue to apply to the programming, allocation and expenditure of Measure B funds made available

through each of the Measures. The assumptions related to the FY 2012/13 Measure B Capital Program Strategic Plan Update (FY 2012/13 SPU) were reviewed and approved by the Alameda CTC during May, 2012. The attachments to this memorandum consist of the financial information necessary for the fiscal management of the capital program accounts, including the Measure B commitments to each individual capital projects, the anticipated timing of future allocations and expenditures, the purposes of the future allocations and expenditures as they relate to project implementation, and information regarding the various advances and exchanges currently approved by the Alameda CTC which involve the expenditure of Measure B Capital Account funding and subsequent repayment for Measure B Capital Account expenditures in accordance with approved advances, exchanges and transfers.

Approval of the recommended actions will provide the basis for proceeding with delivery of the remainder of both capital programs, which will require financing and borrowing in the near-term. The remaining projects from the 1986 Measure B Capital Program along with all of the projects from the 2000 Measure B Capital Program, including completed projects, are summarized in Attachment A.

Discussion or Background

The Alameda CTC updates the Measure B Capital Program Strategic Plan annually to confirm the commitments of Measure B capital projects funding to individual capital projects included in the 1986 Measure B Transportation Expenditure Plan (1986 MB) or in the 2000 Measure B Transportation Expenditure Plan (2000 MB). While the merger of the Alameda County Transportation Authority (ACTA) into the Alameda County Transportation Improvement Authority (ACTIA), and subsequent merger with the Alameda County Congestion Management Agency (ACCMA) into the Alameda County Transportation Commission (Alameda CTC) has combined the two sales tax agencies into one, the 1986 MB and 2000 MB capital programs must continue to adhere to the requirements and policies of the respective Measures. The assumptions approved by the Alameda CTC in May, 2012 and incorporated into the development of the FY 2012/13 SPU are divided into three categories:

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

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

The following assumptions related to both the 1986 MB and 2000 MB Capital Programs have been incorporated into the FY 2012/13 SPU:

1. The financial accounts and Measure B commitments for both the 1986 MB and 2000 MB Capital Programs will be kept independent for the purposes of the FY 2012/13 SPU;

2. The assumptions related to the timing of the need for Measure B funds for each capital project will be based on existing and anticipated encumbrances of Measure B funds, and the most current information available from the project sponsors related to the project status and schedule;
3. Projects will be implemented and funded sequentially in phases as prescribed in the individual Master Project Funding Agreements and other funding agreements in accordance with the adopted capital project funding procedure for each Capital Program;
4. The commitment of Measure B funds for each capital project will reflect the Cost Allocation Policy adopted by the ACTIA Board in October, 2009 which allows for the classification of all direct project costs and assignment of these costs to the appropriate capital project;
5. The financing and borrowing assumptions included in the FY 2012/13 SPU include borrowing between the 1986 MB and 2000 MB Capital Accounts to defer the need for outside debt financing to the extent practicable without adverse impacts to the delivery of the 1986 MB capital projects; and
6. Any future advances or exchanges not included in the FY 2012/13 SPU involving Measure B Capital Account funding will be considered on a case-by-case basis and be the subject of separate actions by the Commission.

Assumptions pertaining only to the 1986 MB Capital Program

The following assumptions related to the 1986 MB Capital Program have been incorporated into the FY 2012/13 SPU:

1. The commitment of 1986 Measure B funds to the remaining capital projects will maintain the commitments approved in the FY 2011/12 Strategic Plan Update. The timing of the anticipated expenditures of the remaining commitments of 1986 Measure B funding have been adjusted to reflect current project status;
2. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan. Any surplus Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;
3. The 1986 Measure B commitment to any capital project for which the final project phase (typically construction except for “Study Only” projects) has been closed out with an unexpended balance of 1986 Measure B funds will be adjusted to reflect the costs savings. Any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve;

4. The 1986 Measure B Capital Projects Reserve will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified;
5. The 1986 Measure B Capital Projects Reserve is reflected in the 1986 Measure B Capital Program Financial Plan as the end of the Program balance currently projected for the end of FY 2015/16.
6. The Local Match requirements prescribed by the 1986 MB for individual capital projects will remain in effect;
7. The rate of return on the investment funds in the current portfolio is 1% per annum;
8. The projected 1986 Measure B Capital Account cash balance at the beginning of FY 2012/13 is \$126.9 million; and
9. The Alameda CTC currently owns property that was acquired for 1986 MB capital project rights-of-way which is now considered surplus. The FY 2012/13 SPU assumes that sales of the surplus property will yield \$3.0 million of proceeds in FY 2014-15 into the 1986 Measure B Capital Account.

Assumptions pertaining only to the 2000 MB Capital Program

The following assumptions related to the 2000 MB Capital Program have been incorporated into the FY 2012/13 SPU:

1. The ending FY 2011/12 2000 Measure B Programmed Balance for each capital project will be derived by deducting any amounts allocated during the current fiscal year, FY 2011/12, from the FY 2011/12 Beginning 2000 Measure B Programmed Balance approved in the FY 2011/12 SPU;
2. The Program Escalation Factor (PEF) used to convert the FY 2011/12 Ending 2000 Measure B Programmed Balance to the FY 2012/13 Beginning 2000 Measure B Programmed Balance is 1.0;
3. The total of all 2000 Measure B funding commitments to individual capital projects will remain at \$756.5 million;
4. The FY 2012/13 SPU will include an 2000 Measure B Capital Project Allocation Plan which lays out specific allocations expected from the remaining 2000 Measure B Programmed Balance for each capital project and will serve as the basis of the program-wide financial model;

5. The cash demand for the remaining capital projects will necessitate some type of debt financing or borrowing between the 2000 Measure B Capital Program and the 1986 Measure B Capital Program in the FY 2012/13 timeframe;
6. The projected 2000 Measure B Capital Account cash balance at the beginning of FY 2012/13 is \$58.1 million;
7. The estimated portion of the 2000 Measure B revenues in FY 2012/13 for the Capital Account is \$44.8 million. The growth rate for projected revenue in future fiscal years is two percent (2%) per year;
8. The rate of return on the investment funds in the current portfolio is 0.5% per annum;
9. The rate of return on any bond proceeds is 2% per annum;
10. The \$37.030 million exchange related to the 2012 State Transportation Improvement Program (STIP) and the Route 84 Expressway Widening Project (Project No. ACTIA 24) is reflected in the FY 2012/13 SPU. The 2012 STIP was adopted by the California Transportation Commission and includes \$37.03 million of STIP funding programmed to the Route 84 Expressway Widening Project in the construction phase in FY 2016/17. An equivalent amount from the 2000 Measure B Commitment to ACTIA No. 24 will be paid to the Local Fund Exchange Program administered by the Alameda CTC and made available to the 13 projects included in the 2012 STIP Exchange as approved by the Alameda CTC and as shown in Attachment D. The exchanged funds will be distributed to the 13 projects through the CMA TIP Program administered by the Alameda CTC;
11. The advance of \$8.5 million of Measure B funding from the remaining Measure B Programmed Balances for several capital projects to the I-580 Eastbound HOV/Auxiliary Lane Project and the I-580 Eastbound Express Lanes Project is reflected in the FY 2012/13 SPU as approved by the Alameda CTC in September, 2011. The total of \$8.5 million is intended to be split between the two I-580 Eastbound projects as needed for the individual projects such that the combined amount of the advance for both projects does not exceed \$8.5 million without further Alameda CTC action. The advance is expected to be repaid from the toll revenues generated by the Express Lane operations. The timings of the advances and the repayments are based on the current project delivery status and schedules for the individual projects involved;
12. The remaining balance of the advance of 2000 Measure B capital funding per the Letter of No Prejudice (LONP) related to funding from the Traffic Congestion Relief Program (TCRP), a state level program, for the I-680 Southbound HOV Lane project along the Sunol Grade is estimated at \$2 million and expected to be repaid during FY 2012/13; and

13. The transfer of \$2.188 million of the 2000 Measure B commitment for the Westgate Parkway Extension Stage 2 project (ACTIA No. 18B) to the East 14th Street/Hesperian Boulevard/150th Street Improvements project (ACTIA No. 19) is reflected in the FY 2012/13 SPU. The City of San Leandro, the sponsor for both ACTIA No. 18B and ACTIA No. 19, has requested the transfer and satisfied the requirement to secure the concurrence of other agencies within the same Planning Area before the transfer can be approved. (Note: the other agencies in the same Planning Area as the City of San Leandro are the City of Hayward and Alameda County.)

Measure B Capital Programs

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

The total 1986 Measure B commitment for the five individual replacement projects and a program-wide closeout “project” equals \$204.0 million as shown in Attachment A.

The total 2000 Measure B commitment for the 27 projects included in the 2000 Measure B Expenditure Plan is \$756.5 million as shown in Attachment A (rounded to 756.6 in Attachment A). One capital project, the I-580 Castro Valley Interchanges Improvements project, has both 1986 MB and 2000 MB funding as shown in Attachment A (ACTA MB 239 and ACTIA No. 12).

1986 Measure B Capital Program

The total commitment of 1986 Measure B funds to the remaining projects included in Attachment A is shown in more detail in Attachment B1. Attachment B1 shows the timing of the anticipated expenditure of the remaining 1986 Measure B commitments. The remaining 1986 Measure B commitments shown in Attachment B1 are anticipated for the following purposes:

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining 1986 Measure B commitment is for completing the on-going design, right-of-way, and utility relocation phases, and for the subsequent construction phase which is currently underfunded.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The remaining 1986 Measure B commitment is for completing the on-going construction phase and closing out prior phases.

3. I-580/Redwood Road Interchange (MB239) – The 1986 Measure B commitment for this project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA No. 12) included in the 2000 MB Capital Program. The remaining 1986 Measure B commitment is for completing the construction phase, including the three-year landscape maintenance obligation, and closing out prior phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining 1986 Measure B commitment is for completing the on-going scoping phase. The project does not currently include project-specific implementation beyond the planning/scoping phase.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining 1986 Measure B commitment is for the scoping, design and construction phases.
6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, required landscape maintenance, right-of-way settlements, right-of-way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes until the project is completely closed out financially.
7. The 1986 Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the 2000 Measure B commitment under project ACTIA No. 02.

The 1986 Measure B Capital Account includes more funding than the total of the remaining unexpended 1986 Measure B commitments to capital projects. The uncommitted funding is held in a Capital Projects Reserve. The FY 2012/13 SPU includes the following assumptions related to the 1986 Measure B Capital Projects Reserve:

1. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan and any surplus 1986 Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;
2. The 1986 Measure B commitments to capital projects that have closed out the final project phase, (typically construction except for “Study Only” projects) with 1986 Measure B funds remaining will be adjusted to reflect the costs savings and any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve; and
3. The 1986 Measure B Capital Projects Reserve funding will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified.

The 1986 Measure B Capital Program Financial Plan included in Attachment B2 does not include any future allocations from the 1986 Measure B Capital Projects Reserve. Allocations of

funding from the 1986 Measure B Capital Projects Reserve will be considered on a case-by-case basis as the needs are identified. The value of the 1986 Measure B Capital Projects Reserve is reflected as the Ending Cash Balance of the 1986 Measure B Capital Account at the end of the Program as shown in Attachment B2. It should be noted that the value shown on Attachment B2 is dependent on a number of variables included in the 1986 Measure B Capital Program Financial Plan, including the timing of the actual expenditures compared to the timing shown in Attachments B1 and B2 which are used for planning purposes.

2000 Measure B Capital Program

The procedures for managing the 2000 Measure B commitments are centered around allocations from the 2000 Measure B “Programmed Balance” for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the “Initial Programmed Balance” at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital project has been adjusted each FY using a “Program Escalation Factor (PEF)” typically adopted by the Board with the other Strategic Plan assumptions. During the FY 2009-10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the 2000 Measure B Capital Program, which effectively holds the total of all the 2000 Measure B commitments to individual projects in the 2000 Capital Program at \$756.5 million. The downward trend in annual revenues that began in FY 2008-09 prompted the freeze on the PEF, and the recent upturn in the latest revenue projections for FY 2012/13 is not enough to warrant an escalation of the Programmed Balances for the remaining projects.

The total commitments of 2000 Measure B funds to the individual projects included in Attachment A are shown in more detail in Attachment C1 and reflect a PEF equal to 1.0 for the FY 2012/13 SPU. The FY 2012/13 Beginning Programmed Balance for each project is equal to the Remaining Programmed (Un-Allocated) Balance shown Attachment C1 and represents the amount available for future allocation. The FY 2012/13 2000 Measure B Allocation Plan Schedule shown Attachment C2 lays out the timing of the anticipated future allocations for the remainder of the 2000 Measure B Capital Program. The future 2000 Measure B allocations are anticipated for the following purpose(s) as shown in the FY 2012/13 2000 Measure B Allocation Plan Notes in Attachment C3:

1. Altamont Commuter Express (ACE) Improvements (ACTIA No. 01) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission which operates the ACE service. The eligible project list is updated regularly. The availability of \$2 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the Alameda CTC in September, 2011.
2. Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 07A) -- The future 2000 Measure B allocations are anticipated for on-going project development work to prepare the project for construction and to secure construction phase funding.
3. I-680 Sunol Express Lanes – Northbound (ACTIA 08B) - The future 2000 Measure B allocations are anticipated for project development, system management and

integration, right of way and construction phases. The availability of \$4.5 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the Alameda CTC in September, 2011.

4. Iron Horse Transit Route (ACTIA 09) -- The future 2000 Measure B allocations are anticipated for project development, right of way and construction phases.
5. I-880/Route 92/Whitesell Drive Interchange (ACTIA 15) – The future 2000 Measure B allocation is anticipated for the construction phase.
6. Westgate Parkway Extension – Stage 2 (ACTIA 18B) – This project is the second stage of the overall project and is being reconsidered in the context of a project along the mainline of I-880 which will impact the I-880/Davis Street interchange adjacent to the project limits. The FY 2012/13 SPU reflects the transfer of a portion of the remaining 2000 Measure B commitment from this project to the East 14th Street/Hesperian Boulevard/150th Street Improvements project (ACTIA No. 19) also sponsored by the City of San Leandro. The 2000 Measure B commitment for ACTIA No. 18B is reduced to \$600 thousand which will be made available for costs incurred directly by the Alameda CTC as part of the I-880 Southbound HOV Lane project that will reconfigure the I-880/Davis Street interchange. The I-880 project will include improvements included in the scope for ACTIA No. 18B. The remainder of the 2000 Measure B commitment for ACTIA No. 18B, \$2.188 million, will be transferred and made available for allocation on ACTIA No. 19.
7. East 14th Street/Hesperian Boulevard/150th Street Improvements project (ACTIA No. 19) - The future 2000 Measure B allocations for this project are made available by the transfer of 2000 Measure B commitment from the Westgate Parkway Extension – Stage 2 project (ACTIA No. 18B) and are anticipated for project development, right of way and construction phases.
8. Dumbarton Corridor Improvements – Newark and Union City (ACTIA No. 25) - The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including \$1 million for costs incurred directly by the Alameda CTC.
9. I-580 Corridor/BART to Livermore Studies (ACTIA No. 26) - The future 2000 Measure B allocations are anticipated for costs incurred directly by the Alameda CTC to support project delivery.

Project expenditures for projects included in the 2000 Measure B Capital Program include expenditures incurred by the Alameda CTC. The ACTIA Board adopted a Cost Allocation Policy in October, 2009 to address the allocation of ACTIA-incurred expenses against project funding. The Cost Allocation Policy is being revisited in light of the merger to the Alameda CTC and will be incorporated into the Alameda CTC policies and procedures, including the policies and procedures related to capital project funding. The FY 2012/13 SPU includes the assumption that the Cost Allocation Policy applies to Alameda CTC-incurred expenses in the same fashion as it applied to ACTIA-incurred expenses.

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

Without an ongoing revenue stream, the commitments of the 1986 MB funds are constrained by the balance of the 1986 MB Capital Accounts and any interest revenue earned until the account is completely drawn down for project expenditures (currently anticipated to occur in the FY 2015/16 timeframe). In other words, the remaining commitments to the 1986 MB Capital Program are constrained by the amount of funding currently “in the bank,” so debt financing will not be needed to provide the remaining 1986 Measure B commitments for the 1986 MB Capital Program. Attachment B1 shows the 1986 Measure B commitments to the remaining 1986 MB capital projects and the anticipated timing of the drawdowns based on current project schedules. The 1986 Measure B Capital Program Financial Plan, included in Attachment B2 reflects the borrowing from the 1986 Measure B Capital Program fund for the 2000 Measure B Capital Program delivery described below. The 1986 Measure B Capital Program Financial Plan also reflects anticipated loans from the 1986 Measure B Capital Account to the Alameda County Congestion Management Agency (ACCMA) account and the associated repayment of the loans.

By the end of the current FY, i.e. June 30, 2012, more than \$696 million of 2000 Measure B funding will be allocated and ready for encumbrance for capital project expenditures (i.e. 92% of the total of the 2000 Measure B commitments to individual capital projects of \$756.5 million). Once the encumbrances, e.g. funding agreements, contracts, etc., for the allocated funds are approved, the Alameda CTC will have encumbered more 2000 Measure B funds than can be provided to the projects on a “pay-as-you-go basis.” Attachment D4 shows the 2000 Measure B Capital Program Financial Plan based on the assumptions described above without any financing or borrowing. The 2000 Measure B Capital Account fund balance shown in Attachment D14 goes negative before the end of FY 2012/13.

The alternative to pay-as-you-go is some type of debt financing or borrowing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The amounts encumbered will not be expended immediately. The encumbrances for the larger projects take years to fully expend, but with the encumbrances in place, the financial management of the capital program accounts intensifies. The timing of the anticipated expenditures has a significant effect on the financing options and costs. Attachment D5 shows the 2000 Measure B Capital Program Financial Plan based on the assumptions described above with a sample financing and borrowing scenario to maintain a positive 2000 Measure B Capital Program fund balance each fiscal year until the end of the Program. The 2000 Measure B Capital Program Financial Plan in Attachment D5 shows a combination of borrowing from the 1986 Measure B Capital Account in the near-term and some type of debt financing from outside sources beginning in FY 2013/14.

Debt Financing for the 2000 Measure B Capital Program

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

The required process includes the Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds must address the following (from the PUC):

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

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

The process for issuing bonds involves identifying a Financing Team which includes a Financial Advisor, an Underwriter (one or more), and Bond Counsel, to determine the specifics related to the bond issuance required to develop the bond package, market the bonds, sell the bonds and secure the proceeds. Once the bonds are issued, the Alameda CTC will be responsible for monitoring and tracking the activities related to the expenditure, investment and accounting of the bond proceeds, including the final accounting. Staff estimates that the lead time required to select the Financing Team will be six to nine months.

The 2000 Measure B Capital Program Financial Plan shown in Attachment D4 is based on the details about capital project line item expenditures included in Attachment D1 and the details about advances, exchanges and paybacks included in Attachment D2. The 2000 Measure B Capital Program Financial Plan will serve as the basis for the financial analysis and cash management efforts related to determining the method, or methods of debt financing best suited to allow the Alameda CTC to provide the commitments of 2000 Measure B funding as they are needed for project delivery. The focus of the financial analysis and management is to provide the 2000 Measure B commitments to the capital projects at the time they are needed to reimburse

eligible project expenditures incurred by the implementing agencies. Once debt financing is initiated, fluctuations to the timing of the need for Measure B funds will have to be considered in the detailed context of cash management in order to maintain minimum balances required to prioritize obligations stemming from the debt financing.

Fiscal Impact

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

Attachments:

- A Summary of Measure B Capital Projects Current Phase and Measure B Funding
- B1 1986 Measure B Remaining Capital Project Commitments and Line Item Expenditures
- B2 1986 Measure B Capital Program Financial Plan
- C1 2000 Measure B Capital Project Commitment Summary
- C2 2000 Measure B Capital Project Allocation Plan Schedule
- C3 2000 Measure B Capital Project Allocation Plan Notes
- D1 2000 Measure B Capital Project Line Item Expenditures
- D2 2000 Measure B Capital Program Advances and Repayments
- D3 2000 Measure B Capital Program Advances 2012 STIP Exchange Project Detail Sheet
- D4 2000 Measure B Capital Program Financial Plan – Without Financing or Borrowing
- D5 2000 Measure B Capital Program Financial Plan – With Sample Financing and Borrowing Scenario

Attachment A

Summary of Measure B Capital Projects Current Status and Measure B Funding										
Index	Project Title	Project Type (Note 1)	Agency of Origin Project Number	Current Phase	Construction Schedule (Note 2)		Measure B Funding (\$ x million)			
					Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)		
1	I-880 to Mission Blvd East-West Connector	LSR	MB 226	Design	Nov 2014	May 2017	88.8	0.0		
2	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	MB 238	Construction	Apr 2010	Jul 2013	80.0	0.0		
3	Central Alameda County Freeway System Operational Analysis	Hwy	MB 240	Scoping	N/A	N/A	5.0	0.0		
4	Castro Valley Local Area Traffic Circulation Improvement	LSR	MB 241	Environmental	TBD	TBD	5.0	0.0		
5	Program-Wide and Project Closeout Costs	Var	MB Var	Var	NA	NA	10.2	0.0		
6	Altamont Commuter Express Rail	MT	ACTIA 01	Construction	TBD	TBD	0.0	13.2		
7	BART Warm Springs Extension	MT	ACTIA 02	Construction	Sep 2009	Dec 2015	0.0	224.4		
8	BART Oakland Airport Connector	MT	ACTIA 03	Construction	Sep 2010	Dec 2013	0.0	89.1		
9	Downtown Oakland Streetscape Improvement	BP	ACTIA 04	Construction	Sep 2007	Jun 2015	0.0	6.4		
10	Fruitvale Transit Village	MT	ACTIA 05	Complete			0.0	4.4		
11	Union City Intermodal Station	MT	ACTIA 06	Construction	Jun 2007	Mar 2012	0.0	12.6		
12	Telegraph Avenue Bus Rapid Transit	MT	ACTIA 07A	Environmental	Oct 2014	Apr 2016	0.0	11.5		
13	San Pablo Avenue Corridor Transit	MT	ACTIA 07B	Complete			0.0	2.3		
14	Telegraph Avenue Rapid Bus Service	MT	ACTIA 07C	Complete			0.0	10.7		
15	I-680 Sunol Express Lanes - Southbound	Hwy	ACTIA 08A	Construction	Oct 2008	Jun 2012	0.0	15.2		
16	I-680 Sunol Express Lanes - Northbound	Hwy	ACTIA 08B	Environmental	TBD	TBD	0.0	20.0		
17	Iron Horse Transit Route	MT	ACTIA 09	Design	TBD	TBD	0.0	6.3		
18	I-880/Broadway-Jackson Interchange Improvement (Study Only)	Hwy	ACTIA 10	Scoping	N/A	N/A	0.0	8.1		
19	I-880/Washington Ave I/C	Hwy	ACTIA 11	Complete			0.0	1.3		
20	I-580 Castro Valley Interchanges Improvements (Note 3)	Hwy	ACTIA 12	Plant Establishment	Jun 2008	Jun 2011	15.0	11.5		
21	Lewelling/East Lewelling Blvd Widening	LSR	ACTIA 13	Construction	Jul 2009	Aug 2012	0.0	13.1		
22	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	Hwy	ACTIA 14A	Complete			0.0	2.5		
23	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	Hwy	ACTIA 14B	Design	Jul 2012	Nov 2014	0.0	2.7		
24	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	Hwy	ACTIA 14C	Complete			0.0	7.8		
25	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	ACTIA 15	Design	Jul 2013	Jul 2015	0.0	27.0		
26	Oakland Local Streets and Roads	LSR	ACTIA 16	Complete			0.0	5.3		
27	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	LSR	ACTIA 17A	Complete			0.0	0.6		

Summary of Measure B Capital Projects Current Status and Measure B Funding									
Index	Project Title	Project Type (Note 1)	Agency of Origin Project Number	Current Phase	Construction Schedule (Note 2)		Measure B Funding (\$ x million)		
					Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	2000 MB (ACTIA)
28	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	LSR	ACTIA 17B	Construction	Jan 2010	Aug 2012	0.0	0.0	0.7
29	Westgate Parkway Extension (Wal-Mart to Williams Street)	LSR	ACTIA 18A	Complete			0.0	0.0	7.9
30	Westgate Parkway Extension (Davis Street) (Note 6)	LSR	ACTIA 18B	Design	Jul 2012	May 2015	0.0	0.0	0.6
31	East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	LSR	ACTIA 19	Design	Sep 2013	May 2015	0.0	0.0	3.2
32	Newark Local Streets	LSR	ACTIA 20	Complete			0.0	0.0	1.4
33	I-238 Widening (Note 4)	Hwy	ACTIA 21	Complete			0.0	0.0	81.0
34	I-680/I-880 Cross Connector Studies (Study Only)	Hwy	ACTIA 22	Scoping	N/A	N/A	0.0	0.0	1.2
35	Isabel Avenue - Route 84/I-580 Interchange	Hwy	ACTIA 23	Construction	Jan 2009	Apr 2012	0.0	0.0	26.5
36	Route 84 Expressway Widening	Hwy	ACTIA 24	Construction	Mar 2012	Feb 2016	0.0	0.0	96.5
37	Dumbarton Corridor Improvements (Newark and Union City)	MT	ACTIA 25	Environmental	TBD	TBD	0.0	0.0	19.4
38	I-580 Corridor/BART to Livermore Studies (Study Only)	MT	ACTIA 26	Environmental	N/A	N/A	0.0	0.0	11.8
39	Vasco Road Safety Improvements	LSR	ACTIA 27A	Complete			0.0	0.0	1.5
40	I-80 Integrated Corridor Mobility Project	Hwy	ACTIA 27B	Construction	Jun 2011	Apr 2015	0.0	0.0	2.8
41	I-880 Corridor Improvements in Oakland and San Leandro (Note 7)	Hwy	ACTIA 27C	Design	Aug 2012	Apr 2016	0.0	0.0	2.3
42	CWTP/TEP Development	Hwy	ACTIA 27D	Scoping	NA	NA	0.0	0.0	0.1
43	Studies for Congested Segments/Locations on the CMP Network	Hwy	ACTIA 27E	Scoping	Oct 2014	Nov 2015	0.0	0.0	3.7
TOTALS							204.0	204.0	756.6

Notes:

- Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
- Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
- The I-580 Castro Valley Interchanges Improvements project is included in both the 1986 MB Program (MB 239) and the 2000 MB Program (ACTIA No. 12). The 1986 MB commitment is treated as a contribution to the 2000 MB project.
- The 2000 MB commitment for ACTIA No. 14C was exchanged for other funds in the I-580 Corridor. The ACTIA 14C commitment is treated as a contribution to the I-238 Widening Project included in the 2000 MB Program, ACTIA No. 21.
- The second stage of the Hesperian Boulevard/Lewelling Boulevard Widening project (ACTIA No. 17B) is being implemented with the Lewelling/East Lewelling Blvd Widening project (ACTIA No. 13) by Alameda County.
- The Draft FY 2012/13 SPU reflects the transfer of a portion of the 2000 MB commitment for the second stage of the Westgate Parkway Extension project (ACTIA 18B) to the East 14th St/Hesperian Blvd/150th St Improvements project (ACTIA 19) per the request of the City of San Leandro and the concurrence of the other agencies in the same Planning Area, i.e. the City of Hayward and Alameda County.
- The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project and the North and South Segments of the I-880 Southbound HOV Lane project, including follow on landscaping, are eligible for the 2000 MB commitment to the I-880 Corridor Improvements in Oakland and San Leandro project (ACTIA No. 27 C).

Attachment B1

FY 2012/13 Measure B Capital Program Strategic Plan Update 1986 Measure B Remaining Capital Project Commitments and Line Item Expenditures

June 2012

		\$ x 1,000 in the FY Shown (Note 1)						
No.	Project Title	Prior to FY 12/13	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Totals	
MB226	I-880 to Mission Boulevard East-West Connector	\$ 14,492	\$ 20,000	\$ 15,000	\$ 30,000	\$ 9,379	\$ 88,871	
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	\$ 65,709	\$ 13,000	\$ 1,291	\$ -	\$ -	\$ 80,000	
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	\$ 9,124	\$ 300	\$ 1,000	\$ 1,000	\$ 3,576	\$ 15,000	
MB240	Central Alameda County Freeway System Operational Analysis	\$ 1,822	\$ 975	\$ 2,203	\$ -	\$ -	\$ 5,000	
MB241	Castro Valley Local Area Traffic Circulation Improvement	\$ 50	\$ 2,100	\$ 2,850	\$ -	\$ -	\$ 5,000	
MB Var	Program-wide and Project Closeout Costs (Note 2)	\$ 161	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 10,161	
	Totals	\$ 91,358	\$ 38,875	\$ 24,844	\$ 33,500	\$ 15,455	\$ 204,032	

Notes:

- The amounts shown per FY represent the maximum amount of 1986 Measure B assumed to be expended by the Alameda CTC in the FY shown. These amounts are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall 1986 MB Capital Program from a financial perspective. The difference between the actual amount expended by the Alameda CTC in a given FY, including prior FY's, and the maximum shown are assumed available in any subsequent FY without having to recalibrate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.
- The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. for 1986 MB capital projects not listed separately. Once project construction is closed out, any remaining amount of 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for 1986 Measure B commitments will continue to be brought before the Alameda CTC for approval before expenditures are approved.

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Attachment B2

FY 2012/13 Measure B Capital Program Strategic Plan Update 1986 Measure B Capital Program Financial Plan June 2012						
\$ x 1,000 in the FY Shown						
	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Totals	
Beginning Cash Balance (Capital Account)	\$ 126,912	\$ 35,565	\$ 2,860	\$ 1,910		
Sources of Funds (Capital Account)						
1 Sales Tax Revenues (Net - Capital Account)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2 Interest Revenues (Capital Account)	\$ 1,028	\$ 139	\$ 50	\$ 40	\$ 1,257	\$ 1,257
3 Reimbursements for MB Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4 Repayment from 2000 Measure B (ACTIA)	\$ -	\$ 20,500	\$ 39,000	\$ 3,500	\$ 63,000	\$ 63,000
5 Repayment from ACCMA	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000
6 Proceeds from Sales of Excess Property	\$ -	\$ -	\$ 3,000	\$ -	\$ 3,000	\$ 3,000
7 Total Sources of Funds (Capital Account)	\$ 1,028	\$ 20,639	\$ 42,050	\$ 28,540	\$ 92,257	\$ 92,257
Uses of Funds (Capital Account)						
8 1986 Measure B Capital Project Expenditures	\$ 38,875	\$ 24,844	\$ 33,500	\$ 15,455	\$ 112,674	\$ 112,674
9 1986 MB Administration (inc. Professional Services)	\$ 4,500	\$ 4,500	\$ 4,500	\$ 4,500	\$ 18,000	\$ 18,000
10 Loan to 2000 Measure B (ACTIA)	\$ 44,000	\$ 19,000	\$ -	\$ -	\$ 63,000	\$ 63,000
11 Loan to ACCMA	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	\$ 15,000	\$ 15,000
12 Total Uses of Funds (Capital Account)	\$ 92,375	\$ 53,344	\$ 43,000	\$ 19,955	\$ 208,674	\$ 208,674
13 Annual Excess/(Deficit)	\$ (91,347)	\$ (32,705)	\$ (950)	\$ 8,585		
14 Ending Cash Balance (Capital Account)	\$ 35,565	\$ 2,860	\$ 1,910	\$ 10,495		

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Attachment C1

FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Commitment Summary

June 2012

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed (Un-Allocated) Balance (\$ x 1,000)
01 ACE Capital Improvements	\$ 13,184	\$ 7,671	\$ 5,513
02 BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ -
03 BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ -
04 Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ -
05 Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ -
06 Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ -
07A Telegraph Avenue Corridor Transit Project	\$ 11,510	\$ 10,182	\$ 1,328
07B San Pablo Avenue Corridor Transit Improvement Project	\$ 2,262	\$ 2,262	\$ -
07C Telegraph Avenue Corridor Transit Project - Stage 2	\$ 10,672	\$ 10,672	\$ -
08A I-680 Express Lane - Southbound	\$ 15,197	\$ 15,197	\$ -
08B I-680 Express Lane - Northbound	\$ 20,000	\$ 5,500	\$ 14,500
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267
10 I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ -
11 I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ -
12 I-580 Interchange Improvements in Castro Valley (Note 1)	\$ 11,525	\$ 11,525	\$ -
13 Lewelling Boulevard/East Lewelling Boulevard (Note 2)	\$ 13,104	\$ 13,104	\$ -
14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ -
14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ -
14C I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 3)	\$ 7,843	\$ 7,843	\$ -
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432

Attachment C1 (cont.)

FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Commitment Summary

June 2012

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed (Un-Allocated) Balance (\$ x 1,000)
16	\$ 5,278	\$ 5,278	\$ -
17A	\$ 578	\$ 578	\$ -
17B	\$ 686	\$ 686	\$ -
18A	\$ 7,918	\$ 7,918	\$ -
18B	\$ 600	\$ 503	\$ 97
19	\$ 3,218	\$ 1,030	\$ 2,188
20	\$ 1,422	\$ 1,422	\$ -
21	\$ 81,022	\$ 81,022	\$ -
22	\$ 1,233	\$ 1,233	\$ -
23	\$ 26,529	\$ 26,529	\$ -
24	\$ 96,459	\$ 96,459	\$ -
25	\$ 19,367	\$ 6,078	\$ 13,289
26	\$ 11,831	\$ 9,699	\$ 2,132
27A	\$ 1,500	\$ 1,500	\$ -
27B	\$ 2,800	\$ 2,800	\$ -
27C	\$ 2,250	\$ 2,250	\$ -
27D	\$ 50	\$ 50	\$ -
27E	\$ 3,651	\$ 3,651	\$ -
	\$ 756,469	\$ 696,723	\$ 59,746

**FY 2012/13 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Commitment Summary**

June 2012

Notes:

1. The I-580 Castro Valley Interchanges Improvements project is included in both the 1986 MB Program (MB 239) and the 2000 MB Program (ACTIA No. 12). The 1986 MB commitment is treated as a contribution to the 2000 MB project.
2. The second stage of the Hesperian Boulevard/Lewelling Boulevard Widening project (ACTIA No. 17B) is being implemented with the Lewelling/East Lewelling Blvd Widening project (ACTIA No. 13) by Alameda County.
3. The 2000 MB commitment for ACTIA No. 14C was exchanged for other funds in the I-580 Corridor. The ACTIA 14C commitment is treated as a contribution to the I-238 Widening Project included in the 2000 MB Program, ACTIA No. 21.
4. The FY 2012/13 SPU reflects the transfer of a portion of the 2000 MB commitment for the second stage of the Westgate Parkway Extension project (ACTIA 18B) to the East 14th St/Hesperian Blvd/150th St Improvements project (ACTIA 19) per the request of the City of San Leandro with the concurrence of the other agencies in the same Planning Area, i.e. the City of Hayward and Alameda County.
5. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project and the North and South Segments of the I-880 Southbound HOV Lane project, including follow on landscaping, are eligible for the 2000 MB commitment to the I-880 Corridor Improvements in Oakland and San Leandro project (ACTIA No. 27 C).

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Attachment C2

FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocation Plan Schedule June 2012											
\$ x 1,000											
	Total 2000 MB Commitment	Total Amount Allocated To Date	Remaining 2000 MB Programmed Balance	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Totals (Future Allocations)		
01	ACE Capital Improvements	\$ 13,184	\$ 7,671	\$ 3,513				2,000	\$ 5,513		
07A	Telegraph Avenue Corridor Transit Project	\$ 11,510	\$ 10,182		1,328				\$ 1,328		
08B	I-680 Express Lane - Northbound	\$ 20,000	\$ 5,500	5,000	5,000			4,500	\$ 14,500		
09	Iron Horse Transit Route	\$ 6,267	\$ -	1,000	5,267				\$ 6,267		
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605		1,500	12,932			\$ 14,432		
18B	Westgate Parkway Extension (Davis Street)	\$ 600	\$ 503	97					\$ 97		
19	East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218	\$ 1,030	2,188					\$ 2,188		
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	1,000	3,000		9,289		\$ 13,289		
26	I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 9,699	1,000	1,132				\$ 2,132		
Totals (Projects This Sheet)		\$ 113,014	\$ 53,268	\$ 13,798	\$ 17,227	\$ 12,932	\$ 9,289	\$ 6,500	\$ 59,746		

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Attachment C3

FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocation Plan Notes June 2012				
\$ x 1,000				
	Total 2000 MB Commitment	Total Amount Allocated To Date	Remaining 2000 MB Programmed Balance	Allocation Plan Notes
01 ACE Capital Improvements	\$ 13,184	\$ 7,671	\$ 5,513	Remaining 2000 Measure B allocations are anticipated for the Alameda County share of ACE capital costs for various projects approved annually in a list recommended by the SJRRC. The availability of \$2M of the remaining Programmed Balance is delayed due to an advance approved in September 2011 for the I-580 EB Aux/HOT Lane project to be paid back with toll revenues.
07A Telegraph Avenue Corridor Transit Project	\$ 11,510	\$ 10,182	\$ 1,328	Remaining Measure B allocations are anticipated for reimbursement of future project development costs incurred directly by the Alameda CTC and/or the implementing agency(ies).
08B I-680 Express Lane - Northbound	\$ 20,000	\$ 5,500	\$ 14,500	Remaining 2000 Measure B allocations are anticipated for future project development phase costs incurred directly by the Alameda CTC. The availability of \$4.5M of the remaining Programmed Balance is delayed due to an advance approved in September 2011 for the I-580 EB Aux/HOT Lane project to be paid back with toll revenues.
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	Remaining 2000 Measure B allocations are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies).
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432	Remaining 2000 Measure B allocations are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies).
18B Westgate Parkway Extension (Davis Street)	\$ 600	\$ 503	\$ 97	The Total 2000 Measure B Commitment for ACTIA 18B (amount shown reflects the transfer of \$2.188 million of ACTIA 18B 2000 Measure B Commitment to ACTIA 19) will be made available for project development and capital phase costs incurred directly by the Alameda CTC in conjunction with the I-880 Southbound HOV project per agreement with City of San Leandro.
19 East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218	\$ 1,030	\$ 2,188	Remaining 2000 Measure B allocations (amount shown reflects the transfer of \$2.188 million of ACTIA 18B 2000 Measure B Commitment to ACTIA 19) are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies).
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	Remaining 2000 Measure B allocations are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies), including \$1 million for costs incurred directly by the Alameda CTC to support project development.
26 I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 9,699	\$ 2,132	Remaining 2000 Measure B allocations are anticipated for costs incurred directly by the Alameda CTC.
Totals (Projects This Sheet)	\$ 113,014	\$ 53,268	\$ 59,746	

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Attachment D1

**FY 2012/13 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Line Item Expenditures**

June 2012

No.	Project Title	\$ x 1,000 in the FY Shown												Totals
		Prior to FY 12/13	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19					
1	ACE Capital Improvements	\$ 3,684	\$ 3,500	\$ 2,000	\$ 2,000	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,184
2	BART Warm Springs Extension	\$ 94,048	\$ 31,000	\$ 30,000	\$ 40,000	\$ 25,000	\$ 4,401	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,449
3	BART Oakland Airport Connector	\$ 25,950	\$ 48,000	\$ 15,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 89,051
4	Downtown Oakland Streetscape	\$ 762	\$ -	\$ 1,750	\$ 3,846	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,358
5	Fruitvale Transit Village	\$ 4,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,435
6	Union City Intermodal Station	\$ 12,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,561
7A	Telegraph Avenue Bus Rapid Transit	\$ 6,006	\$ 3,000	\$ 2,504	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,510
7B	San Pablo Avenue Corridor Transit	\$ 2,262	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,262
7C	Telegraph Avenue Rapid Bus Service	\$ 10,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,672
8	I-680 Express Lane	\$ 14,297	\$ 2,500	\$ 3,000	\$ 900	\$ 5,000	\$ 8,000	\$ 2,000	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 37,197
9	Ironhorse Trail	\$ -	\$ 500	\$ 2,500	\$ 2,000	\$ 1,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,267
10	I-880/Broadway-Jackson I/C	\$ 2,190	\$ 2,500	\$ 3,412	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,102
11	I-880/Washington Ave I/C	\$ 1,334	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,334
12	I-580 Castro Valley I/C	\$ 11,524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,524
13	Lewelling/East Lewelling	\$ 12,166	\$ 939	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,105
14A	I-580 Auxiliary Lanes - W/B Fallon to Tassajara	\$ 1,798	\$ 702	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500
14B	I-580 Auxiliary Lanes - W/B Airway to Fallon	\$ 1,511	\$ 1,175	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,686
14C	I-580 Auxiliary Lanes - E/B El Charro to Airway	\$ 7,844	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,844
15	Rte 92/Clawiter-Whitesell I/C	\$ 915	\$ 3,750	\$ 7,000	\$ 10,000	\$ 5,372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,037

Attachment D1 Page 1 of 2

Attachment D1 (cont.)

**FY 2012/13 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Line Item Expenditures**

June 2012

		\$ x 1,000 in the FY Shown												
No.	Project Title	Prior to FY 12/13	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	Totals				
16	Oakland Local Streets	\$ 5,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,278				
17	Hesperian/Lewelling Widening	\$ 1,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,264				
18	Westgate Extension	\$ 7,955	\$ 563	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,518				
19	E. 14th/Hesperian/150th Improvements	\$ 645	\$ 1,886	\$ 688	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,219				
20	Newark Local Streets	\$ 1,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,422				
21	I-238 Widening	\$ 81,023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,023				
22	I-680/I-880 Cross Connector Study	\$ 765	\$ 468	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,233				
23	Isabel - Route 84/I-580 I/C	\$ 19,755	\$ 6,774	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,529				
24	Route 84 Expressway	\$ 15,781	\$ 11,000	\$ 22,500	\$ 30,000	\$ 16,500	\$ 678	\$ -	\$ -	\$ 96,459				
25	Dumbarton Corridor	\$ 2,562	\$ 3,000	\$ 2,000	\$ 1,000	\$ 2,000	\$ 5,000	\$ 3,805	\$ -	\$ 19,367				
26	I-580 Corridor/BART to Livermore	\$ 7,901	\$ 2,000	\$ 1,800	\$ 131	\$ -	\$ -	\$ -	\$ -	\$ 11,832				
27	Congestion Relief Emergency Fund - Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
27A	Vasco Road	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500				
27B	I-80 ICM	\$ 2,057	\$ 742	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,799				
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 1,626	\$ 624	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250				
27D	CWTP/TEP Development	\$ -	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50				
27E	Studies for Congested Segments/Locations on the CMP	\$ -	\$ 800	\$ 1,000	\$ 1,000	\$ 851	\$ -	\$ -	\$ -	\$ 3,651				
Totals		\$ 363,493	\$ 125,473	\$ 95,255	\$ 90,877	\$ 55,990	\$ 19,079	\$ 6,805	\$ 1,500	\$ 758,472				

Attachment D2

FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Advances and Repayments June 2012												
\$ x 1,000 in FY Shown												
	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	Totals		
Sources of Funds (Repayments of Advances/Loans)												
1	\$ 2,000											\$ 2,000
			\$ 250	\$ 500	\$ 1,000	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250			\$ 8,500
2												
					\$ 37,030							\$ 37,030
3												
4	\$ 2,000	\$ -	\$ 250	\$ 500	\$ 38,030	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250			\$ 47,530
	Total Sources of Funds (Repayments)											

FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Advances and Repayments June 2012												
\$ x 1,000 in FY Shown												
	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	Totals		
Uses of Funds (Expenditures for Advances)												
5	\$ 4,000	\$ 3,050										\$ 7,050
		\$ 1,000	\$ 450									\$ 1,450
6												
	\$ 8,000	\$ -	\$ -	\$ -	\$ 29,030	\$ -	\$ -	\$ -	\$ -			\$ 37,030
7												
8	\$ 12,000	\$ 4,050	\$ 450	\$ -	\$ 29,030	\$ -	\$ -	\$ -	\$ -			\$ 45,530
	Total Uses of Funds (Expenditures)											

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Attachment D3

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

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Attachment D4

FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Financial Plan - Without Financing or Borrowing June 2012													
2000 Measure B Capital Program Financial Plan (\$ x 1,000)													
	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals		
Beginning Cash Balance (Capital Account)	\$ 58,091	\$ (33,619)	\$ (88,645)	\$ (134,979)	\$ (144,716)	\$ (108,038)	\$ (65,855)	\$ (17,150)	\$ 34,597	\$ 86,656			
Sources of Funds (Capital Account)													
1 Sales Tax Revenues (Net - Capital Account)	\$ 44,755	\$ 45,651	\$ 46,564	\$ 47,495	\$ 48,445	\$ 49,414	\$ 50,402	\$ 51,410	\$ 52,438	\$ 41,973	\$ 478,547		
2 Interest Revenues (Capital Account)	\$ 167	\$ 38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 205		
3 Reimbursements for MB Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
4 Borrowing from 1986 Measure B (ACTA)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
5 Financing Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
6 Repayment of Advances/Loans (See Detail)	\$ 2,000	\$ -	\$ 250	\$ 500	\$ 38,030	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250	\$ -	\$ 47,530		
7 Total Sources of Funds (Capital Account)	\$ 46,922	\$ 45,689	\$ 46,814	\$ 47,995	\$ 86,475	\$ 50,914	\$ 52,402	\$ 53,410	\$ 53,688	\$ 41,973	\$ 526,282		
Uses of Funds (Capital Account)													
8 2000 Measure B Capital Project Expenditures	\$ 125,000	\$ 95,000	\$ 91,000	\$ 56,000	\$ 19,000	\$ 7,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 395,000		
9 2000 MB Administration (inc. Prof. Services)	\$ 1,632	\$ 1,665	\$ 1,698	\$ 1,732	\$ 1,767	\$ 1,731	\$ 1,697	\$ 1,663	\$ 1,629	\$ 1,597	\$ 16,811		
10 Payback to 1986 Measure B (ACTA)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
11 Financing Costs (Non-Principal)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
12 Financing Principal Payments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
13 Advances/Loans (See Detail)	\$ 12,000	\$ 4,050	\$ 450	\$ -	\$ 29,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,530		
14 Total Uses of Funds (Capital Account)	\$ 138,632	\$ 100,715	\$ 93,148	\$ 57,732	\$ 49,797	\$ 8,731	\$ 3,697	\$ 1,663	\$ 1,629	\$ 1,597	\$ 457,341		
15 Annual Excess/(Deficit)	\$ (91,710)	\$ (55,026)	\$ (46,334)	\$ (9,737)	\$ 36,678	\$ 42,183	\$ 48,705	\$ 51,747	\$ 52,059	\$ 40,376			
16 Ending Cash Balance (Capital Account)	\$ (33,619)	\$ (88,645)	\$ (134,979)	\$ (144,716)	\$ (108,038)	\$ (65,855)	\$ (17,150)	\$ 34,597	\$ 86,656	\$ 127,032			

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Attachment D5

FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Financial Plan - With Sample Financing and Borrowing Scenario June 2012													
\$ x 1,000 in FY Shown													
	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals		
Beginning Cash Balance (Capital Account)	\$ 58,091	\$ 10,381	\$ 111,430	\$ 3,295	\$ 61,424	\$ 56,092	\$ 56,921	\$ 64,406	\$ 75,165	\$ 86,682			
Sources of Funds (Capital Account)													
1 Sales Tax Revenues (Net - Capital Account)	\$ 44,755	\$ 45,651	\$ 46,564	\$ 47,495	\$ 48,445	\$ 49,414	\$ 50,402	\$ 51,410	\$ 52,438	\$ 41,973	\$ 478,547		
2 Interest Revenues (Capital Account)	\$ 167	\$ 38	\$ 1,348	\$ -	\$ 885	\$ 1,513	\$ 1,618	\$ 1,820	\$ 2,235	\$ 3,597	\$ 13,221		
3 Reimbursements for MB Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
4 Borrowing from 1986 Measure B (ACTA)	\$ 44,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,000		
5 Financing Proceeds	\$ -	\$ 165,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,000		
6 Repayment of Advances/Loans (See Detail)	\$ 2,000	\$ -	\$ 250	\$ 500	\$ 38,030	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250	\$ -	\$ 47,530		
Total Sources of Funds (Capital Account)	\$ 90,922	\$ 229,689	\$ 48,162	\$ 147,995	\$ 87,360	\$ 52,427	\$ 54,020	\$ 55,230	\$ 55,923	\$ 45,570	\$ 867,298		
Uses of Funds (Capital Account)													
8 Measure B Capital Project Expenditures	\$ 125,000	\$ 95,000	\$ 91,000	\$ 56,000	\$ 19,000	\$ 7,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 395,000		
9 2000 MB Administration (inc. Prof. Services)	\$ 1,632	\$ 1,665	\$ 1,698	\$ 1,732	\$ 1,767	\$ 1,731	\$ 1,697	\$ 1,663	\$ 1,629	\$ 1,597	\$ 16,811		
10 Payback to 1986 Measure B (ACTA)	\$ -	\$ 20,500	\$ 39,000	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,000		
11 Financing Costs (Non-Principal)	\$ -	\$ 7,425	\$ 6,242	\$ 10,011	\$ 8,450	\$ 7,045	\$ 5,583	\$ 4,063	\$ 2,482	\$ 838	\$ 52,139		
12 Financing Principal Payments	\$ -	\$ -	\$ 17,907	\$ 18,623	\$ 34,445	\$ 35,822	\$ 37,255	\$ 38,745	\$ 40,295	\$ 41,908	\$ 265,000		
13 Advances/Loans (See Detail)	\$ 12,000	\$ 4,050	\$ 450	\$ -	\$ 29,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,530		
Total Uses of Funds (Capital Account)	\$ 138,632	\$ 128,640	\$ 156,297	\$ 89,866	\$ 92,692	\$ 51,598	\$ 46,535	\$ 44,471	\$ 44,406	\$ 44,343	\$ 837,480		
Annual Excess/(Deficit)	\$ (47,710)	\$ 101,049	\$ (108,135)	\$ 58,129	\$ (5,332)	\$ 829	\$ 7,485	\$ 10,759	\$ 11,517	\$ 1,227			
Ending Cash Balance (Capital Account)	\$ 10,381	\$ 111,430	\$ 3,295	\$ 61,424	\$ 56,092	\$ 56,921	\$ 64,406	\$ 75,165	\$ 86,682	\$ 87,909			

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Memorandum

Date: June 4, 2012

To: Programs and Projects Committee

From: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
Beth Walukas, Deputy Director of Planning
Stewart Ng, Deputy Director of Projects and Programming

Subject: **Review Policy, Planning and Programming Activities Implementation Timeline**

Recommendation

This is an informational item to provide an implementation timeline for Policy, Planning and Programming activities in FY 2012/2013.

Summary

The next fiscal year will continue many activities conducted in the current year; however, a new approach will be implemented to more closely align the integration of policy development with the updated Countywide Transportation Plan (CWTP) and the 2012 Transportation Expenditure Plan (TEP) priorities, and the programming of funding that will support the projects and programs included in the CWTP and TEP. Further, the TEP, if approved by voters in November 2012, will allocate funding through strategic plans that fold into the Alameda CTC's Capital Improvement Program (CIP), which is updated every two years as part of the Congestion Management Program (CMP). This overview and implementation timeline for policy development, planning and programming is intended to share the extent and timeline of activities expected in FY 2012-2013 to further Alameda CTC's work in delivering effective and efficient transportation investments to the public. Attachment A includes the implementation timeline for these activities.

Background

Policy, planning and programming are integrally related as elements that ultimately guide the delivery of projects and programs throughout the County. Alameda CTC staff is coordinating the implementation of several different policies for development with planning and programming efforts.

Policies: In the coming year, several policies will be developed that will address administrative, planning and programming efforts. These include the following:

- **Funding:** Develop in coordination with multi-disciplinary staff a policy on funding that establishes a comprehensive program aimed at strategically integrating local, state and federal funding sources to support the funding needs of the county as identified in the CWTP and TEP. This will include policies to focus the CIP development and implementation as part of the CMP.
- **Administrative Code:** Evaluate and bring recommendations for changes to the administrative code to reflect necessary changes to the agency that support current administrative and legislative needs (i.e. ACTAC structure must reflect transportation and land use integration).
- **Complete Streets:** Develop a process for preparation of a complete streets policy and implementation guidelines for Alameda CTC that meets the current Measure B contract requirements and proposed future programs, such as the One Bay Area Grant Program (OBAG) proposal. Establish a timeline for implementation in coordination with planning and programming to develop a policy statement and guidelines by December 2012. This effort will include technical information, resources, and technical expert presentations and will be done in a collaborative way to increase the overall technical expertise in the County for effective implementation of policies developed and adopted through this process.
- **Transit Oriented Development/Priority Development Area Transportation Investment Strategy:** Similar to complete streets above, establish a process for development of a TOD/PDA policy that can be integrated into the current MPFAs as well as to use for the new sales tax measure and OBAG proposal requirements. Issues that will need to be addressed include affordable housing and displacement and economic development/jobs.
- **Procurement Policy:** Develop in coordination with finance and contracts administration (as well as planning, projects and programming) an agency procurement process that addresses the contracting policies for local and small local businesses with local funds (Measure B and VRF), as well as the general contracting for all fund sources.
- **Legislative Program:** Each year, the Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. The coming year anticipates closer working relationships with Alameda County jurisdictions during the development of the legislative program.

Planning: In the coming year, several planning studies will be undertaken as identified through the Countywide Transportation Plan and the Regional Transportation Plan, and requirements

established by MTC for the OBAG proposal, anticipated to be adopted by MTC in May 2012. Several of these planning studies are directly linked to the policy development efforts identified above and include the following:

Ongoing Planning Activities to complete Major Plans

- Develop and adopt the Countywide Transportation Plan in tandem with Transportation Expenditure Plan (May 2012)
- Develop and adopt the Countywide Bicycle and Pedestrian Plans as part of CWTP (July/September 2012)
- Coordinate Alameda CTC plans with the development of the Regional Transportation Plan and Sustainable Communities Strategy
- Conduct and adopt the 2012 LOS Monitoring Study
- Produce the Annual Performance Report and Guaranteed Ride Home Annual Report

New Planning Activities in FY 2012-2013

- Develop a Comprehensive Countywide Transit Plan that tiers from the on-going regional Transit Sustainability Project
- Building on Guaranteed Ride Home Program, develop a Comprehensive TDM Program, including parking management
- Develop a Goods Movement Plan that tiers from the regional Good Movement Plan and the Alameda County Truck Parking Feasibility Study recommendations
- Conduct a multimodal Corridor Study to maximize mobility and management of regionally significant arterial corridors
- Develop Complete Streets guidelines with policy development noted above
- Develop a TOD /PDA Transportation Investment Strategy in conjunction with policy development noted above that includes a feasibility study to design a Community Design Transportation Program similar to VTA's to incentivize the integration of transportation and land use, short and long-term policies to promote infill development, and development of a CEQA mitigation toolkit and area/sub-region Community Risk Reduction Plans
- Develop a Countywide Community Based Transportation program that includes updating current CBTPs and incorporating new Communities of Concern
- Update the countywide travel demand model to incorporate a 2010 base year, 2010 census data and the SCS adopted land uses
- Conduct a feasibility study to explore implementing an impact analysis measure that supports alternative modes such as SFCTA's Automobile Trip Generated measure
- Begin 2013 Congestion Management Program update

Programming: In the coming year, Alameda CTC will continue work on programming efforts for the various fund sources managed by the agency. Programming efforts will be directly linked to the policy direction as noted above and per the priorities identified in the adopted planning documents. Programming at Alameda CTC includes the following fund sources:

- **Measure B Program Funds:** These include 60% of the sales tax dollars that are allocated to 20 separate organizations via direct pass-through funds or discretionary grant programs. In April 2012, the Alameda CTC entered into new Master Program Funding

Agreements with all recipients, which require more focused reporting requirements for fund reserves. Agreements were executed Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority (WETA), Altamont Commuter Express (ACE), the Livermore Amador Valley Transit Authority (LAVTA), and the Bay Area Rapid Transit District (BART); cities include Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City (same agreement as for Union City Transit); and Alameda County.

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

- Bicycle and Pedestrian Safety Funds
 - Local Streets and Roads/Local Transportation
 - Mass Transit
 - Paratransit
 - Transit Center Development Funds
- **Measure B Capital Funds:** These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.
 - **2012 Transportation Expenditure Plan:** Passage of the 2012 Expenditure Plan in November will bring significant new funding amounts that will be programmed through new methods. Programming all of the new Measure funds will be through the CIP process and will also include several new programs, such as a Student Transit Pass Program, Major Commute Corridors, Sustainable Transportation and Land Use Linkages, Freight and Economic Development, and Innovation and Technology. Many of the policy and planning activities described above will flow into the funding allocation methods for the new TEP.
 - **Vehicle Registration Fee:** The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:
 - Local streets and roads (60 percent, allocated through MPFA)
 - Transit (25 percent, allocated through discretionary program)
 - Local transportation technology (10 percent, allocated through discretionary program)
 - Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

Surface Transportation Program. The Alameda CTC, as Alameda County’s congestion management agency, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). In the coming years, MTC will implement the OBAG program which will combine both STP and CMAQ funds also described below. MTC adopted the OBAG program in May 2012 which will guide over \$63 million of federal funds over a four year period in Alameda County.

Congestion Mitigation & Air Quality Program. The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. These funds have primarily been programmed to bicycle and pedestrian projects and Transportation for Livable Communities (TLC) projects. These funds will also be allocated through the adopted OBAG program. CMAQ will be part of the \$63 million in federal funds in Alameda County.

State Transportation Improvement Program. Under state law, the Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). Of the STIP funds, 75 percent are programmed at the county level and earmarked as “County Share.” The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a Fund Estimate (FE) that serves as the basis for financially constraining STIP proposals from counties and regions. In the coming year, Alameda CTC will begin working on the 2014 STIP.

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

Lifeline Transportation Program (LTP). The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for the LTP. The LTP provides funds for transportation projects that serve low income communities using a mixture of state and federal fund sources. The program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute, Surface Transportation Funds and State Proposition 1B funds.

Implementation Timeline

The Alameda CTC Policy, Planning and Programming staff have developed specific timelines for implementation of all the policies, plans and programming efforts described above in FY 2012-13. These activities will be done in close coordination with ACTAC. Staff brought an overview of these activities to ACTAC and the Commission in May to receive feedback and have developed a timeline and share Alameda CTC's implementation schedule at the ACTAC and Commission meetings in June as described below.

- May 2012: ACTAC, PPC, PPLC review and discussion of policy, planning and programming activities
- June 2012: Release of implementation timeline resulting from actions pursuant to adoption of the Alameda CTC budget and OBAG
- July 1 through June 30, 2013: Implementation of policy, planning and programming efforts

Fiscal Impact

There is no fiscal impact at this time.

Attachments

Attachment A: Policy, Planning and Programming Implementation Timeline – *to be distributed under separate cover prior to the meeting.*

Preliminary Policy, Planning and Programming Implementation Schedule for Fiscal Year 2012-2013*

FY 2012/2013																		
Task	Planned due date	2012										Notes						
		June	July	August	September	October	November	December	January	February	March		April	May	June			
Policies																		
Agency Funding Policies (OBAG, CIP, discretionary grants, STIP)	12/6/12	Initiate internal policy discussions	Develop Policies	Second draft policies to ACTAC and Board	Second draft policies to ACTAC and Board	Final Draft to Commission	Final Policy Adoption											
Administrative Code	6/28/12	Adopt Amendment to Administrative Code																
Alameda CTC Procurement Policy and Local Contracting Program	12/6/12	Initiate internal development of policy	Develop Policies		First draft policies to ACTAC and Board	Second draft policies to ACTAC and Board	Final Policy Adoption	Implement new policy for annually renewed and all other contracting										
Legislative Program for 2013	12/6/12			Meet with legislative staff of cities, county, transit operators to discuss programs	Draft Legislative Program	Legislative Program to ACTAC and Board	on-going legislative coordination, analyses and bill positions	Washington D.C Legislative Visit				on-going legislative coordination, analyses and bill positions					on-going legislative coordination, analyses and bill positions	
Complete Streets	1/31/13	Conduct workshop to begin policy development			Adoption of Policy Template for OBAG and MPFA		All jurisdictions complete CS policy adoption by 1/31/13; Submit to MTC											
Alameda CTC TOD/PDA Policies, including OBAG	4/25/13	Coordination with MTC and CIMA on OBAG PDA requirements	Internal policy development for Alameda CTC TOD/PDA policies. Will be influenced by coordination efforts with other agencies as noted below			Develop Policy	First draft policy to ACTAC and Commission	Second Draft Policy				Adoption of TOD/PDA policies						
Planning																		
MTC OBAG PDA Growth and Investment Strategy	5/1/13	Initiate Ad Hoc committee to address OBAG	Continue inventory of PDAs, coordination with local agencies, other CIMA, MTC and ABAG (more detailed definitions, schedules and deliverables are anticipated from MTC and ABAG during this period)									Completion of PDA Growth and Investment Strategy and submission to						
Adopt Countywide Bicycle and Pedestrian as part of CWTP	9/27/12		Adopt Final Plans															
Coordinate Alameda CTC Plans with RTP/SCS	4/24/13		On-going through April 2013 adoption of RTP/SCS by MTC and ABAG															
Adopt LOS Monitoring Study	10/31/12				Adopt LOS Study Report													
Annual Performance Report	6/30/13		Presentation of 2011 Report														Presentation of 2012 Report	
Guaranteed Ride Home Report	5/23/13	Adopt 2011 Report															Adoption of Final 2012 Report	
Comprehensive Strategic Plans Development: Needs identification, priorities, costs and performance metrics for each plan below: <u>Countywide Transit Plan</u> <u>Comprehensive Transportation Demand Management Plan</u> <u>Goods Movement Plan</u> <u>Arterial Corridor Inventory and Assessment</u> <u>Countywide Community Based Transportation Plans</u>	Varies	Initiate scoping process	Develop scopes and schedules for each study that can be used in Request(s) for Proposals and/or grants															Plans will be developed and completed prior to the next update of the CWTP so that the CWTP needs, priorities, costs, metrics can be used in next CWTP
Countywide Travel Demand Model update and final completion of Countywide Transportation Plan	8/31/13																	On-going model work
Congestion Management Program Update	12/1/13																	CMP anticipated to be adopted in December 2013
Programming																		
One Bay Area Grant Program: Surface Transportation Program and Congestion Mitigation and Air Quality Funds	6/30/13	Initiate internal development of program for Alameda County	Develop Alameda OBAG guidelines, outreach process and project and program selection methodology in coordination with local stakeholders		Draft Alameda CTC OBAG Program to Commission	Finalize OBAG Program based upon Commission feedback	Adoption of Alameda CTC OBAG Program and Outreach	Outreach	Outreach	First draft OBAG Programming Recommendation to ACTAC and Commission	Second Draft OBAG Programming Recommendation to ACTAC and Commission	Adoption of Final OBAG Allocations and submission to MTC						
Measure B Discretionary Grant Programs <u>Bicycle and Pedestrian Paratransit</u> <u>Transit Center Development</u>	1/24/13		Consider incorporation of these programs into the OBAG Program															
VRF Discretionary Grant Programs <u>Bicycle and Pedestrian Transit Technology</u>	1/24/13		Consider incorporation of these programs into the OBAG Program															
Transportation Fund for Clean Air	1/24/13		Consider incorporation of this program into the OBAG Program															
State Transportation Improvement Program	12/31/13																	Begin policy and programming efforts for 2014 STIP
2012 Transportation Expenditure Plan	11/6/12																	Begin allocation of Funds through CIP, discretionary programs, and as defined by funding policy and implementation guidelines

* Schedule is high level and intended to provide an overview of policy, planning and programming activities and is subject to change

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Memorandum

DATE: May 23, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming
Vivek Bhat, Senior Transportation Engineer

SUBJECT: **Review of California Transportation Commission (CTC) May 2012 Meeting Summary**

Recommendations:

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

Background:

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

The May 2012 CTC meeting was held at Sacramento, CA. There were ten (10) items on the agenda pertaining to Projects / Programs within Alameda County (Attachment A).

Attachments:

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

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May 2012 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Alameda CTC	Proposition 1B Corridor Mobility Improvement Account (CMIA) Program / Route 84 Expressway Widening project	De-allocate \$3,943,000 in CMIA funds CON Phase , thereby reducing the original CMIA construction allocation of \$17,050,000 to \$13,107,000 to reflect contract award savings.	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-880 Southbound HOV Lane Extension Project - North Segment (Davis Street to Hegenberger Road)	Allocation of \$36 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Adaptive Ramp Metering Project	Allocation of \$10.9 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Active Traffic Management Project	Allocation of \$28.9 Million for CON phase	Approved
MTC	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering	Allocation of \$3.9 Million for CON phase	Approved
MTC	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering	Allocation of \$23.5 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane Project (Segment 1) - Greenville Rd. to Isabel Ave.	Allocation of \$49.3 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Eastbound HOV Lane Project (Segment 3) - Aux Lanes from Isabel to N. Livermore and from N. Livermore to First Street.	Allocation of \$21.6 Million for CON phase	Approved
Alameda CTC	State Transportation Improvement Program (STIP) / I-580 San Leandro Landscape Project	3 Month Award Deadline Extension	Approved
Alameda CTC	State Transportation Improvement Program (STIP) / I-680 Sunol Grade Southbound HOV Lane Phase 3 Project	12 Month Project Completion Deadline Extension	Approved

http://www.dot.ca.gov/hq/transprog/ctcbooks2012/0512_000_Timed.pdf

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Memorandum

DATE: May 29, 2012

TO: Programs and Projects Committee

FROM: Jim Richards, Project Controls Team
Stewart Ng, Deputy Director of Programming and Project Management

SUBJECT: **I-580 Corridor/BART to Livermore Studies Project (ACTIA Project No. 26) - Approval of Amendment No. 6 to the Project Specific Funding Agreement with San Francisco Bay Area Rapid Transit District (BART) (Agreement No. CMA A08-0048)**

Recommendation:

It is recommended that the Commission approve the following actions related to the Measure B I-580 Corridor/BART to Livermore Studies Project (ACTIA Project No. 26):

- Authorize the execution of Amendment No. 6 to the Project Specific Funding Agreement with the San Francisco Bay Area Rapid Transit District (Agreement No. CMA A08-0048) for a time extension from June 30, 2012 to December 31, 2014 for the completion of the project-level Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and additional conceptual engineering and technical studies.
- Authorize the adjustment of the Measure B funding obligations included in Project Specific Funding Agreement No. A08-0048, as allowed for in the agreement, to reflect the current project status and delivery plan.

Summary:

The Alameda County Transportation Improvement Authority (ACTIA) and the San Francisco Bay Area Rapid Transit District (BART) entered into Project Specific Agreement No. A08-0048 for the Preliminary Engineering/Environmental Phase of ACTIA Project No. 26, I-580 Corridor/BART to Livermore Studies. The purpose of the Study is to evaluate improvements in the I-580 corridor including highway, rail, transit or other parallel route improvements and right-of-way (ROW) preservation for a future rail corridor. A Program EIR for this project was certified by the BART Board of Directors in July 2010. Progress on the work authorized by the Project Specific Agreement is continuing and additional time will be needed to complete the Preliminary Engineering/Environmental Phase. BART has requested a time extension of thirty months to allow for advancement of the project-level EIR/EIS, and additional conceptual engineering and technical studies. The preparation, review and approval of an EIR/EIS is a very complex process, involving numerous Federal and State Agencies and the need to satisfy both the National Environmental Protection Act (NEPA) and the California Environmental Protection

Act (CEQA). This project will be subject to review and approval by either the Federal Highway Administration (FHWA) or Federal Transit Agency (FTA).

The original Project Delivery Plan had seven Specific Cost Elements and the current Project Delivery Plan has six. The remaining budget capacity in the Project Specific Agreement is being rolled into a new “Project-Level Environmental Studies” element. This new element is where the majority of the project-level Preliminary Engineering and Environmental work will take place. The expenditure of these already encumbered funds, in conjunction with funds from other sources, will allow for the completion of a project level EIR/EIS.

Background:

In May 2008, the Alameda County Transportation Improvement Authority (ACTIA) Board authorized a Project Specific Funding Agreement (PSFA A08-0048) with BART for the Preliminary Engineering (PE)/Environmental Phase of the I-580 Corridor/BART to Livermore Studies Project (ACTIA 26).

On June 25, 2009, Amendment No. 1 to the PE/Environmental PSFA authorized expenditure of additional funds, for a total of \$4.531 million, to complete the Program EIR for the BART to Livermore Project.

On June 24, 2010, Amendment No. 2 was authorized by the ACTIA Board to extend the termination date of the agreement to June 30, 2012.

On December 2, 2010, Amendment No. 3 was authorized by the ACTIA Board to allocate \$1.668 million in Measure B funds for activities related to early implementation such as establishing the parameters for right-of-way protection in the corridor; refining the alignment; determining the yard and shop facility needs; and updating the implementation phasing and funding strategies for the PROJECT.

On April 1, 2011, Amendment No. 4 addressed changes in the amounts allocated to Specific Cost Element Alignment Engineering Support. The Amendment moved \$2,000.00 from the staff support budget to the consultant budget. The original PFSA showed a breakdown of this element as \$96.0 under Contracts and \$30.0 under Sponsor Staff. This amendment changes the breakdown to \$98.0 under Contracts and \$28.0 under Sponsor Staff.

On July 18, 2011, Amendment No. 5 addressed changes in the ACTIA participation PHASE limitation. The changes involved ACTC – Provided Services in the amount of \$23,000 for the Yard and Shop Needs Analysis Specific Cost Element and a reduction of \$23,000 in Sponsor Staff for the Real Estate Procedures Specific Cost Element.

Fiscal Impacts:

The recommended action will have no financial impact and there will be no need to amend the budget.



Memorandum

DATE: June 4, 2012

TO: Programs and Projects Committee

FROM: Stewart Ng, Deputy Director of Programming and Projects
John Hemiup, Senior Transportation Engineer

SUBJECT: **East Bay SMART Corridors - Authorization to Negotiate and Execute a Contract for Management of ATMS Field Elements of the East Bay SMART Corridor**

Recommendation

It is recommended that the Commission authorize the Executive Director to negotiate and execute a contract for maintenance of the Advanced Transportation Management Systems (ATMS) field elements for the East Bay SMART Corridor.

Background

The East Bay SMART Corridors program is a cooperative effort by the Alameda County Transportation Commission (Alameda CTC) and 17 other partner agencies to operate and manage a multi-modal advanced transportation management system (ATMS) on four corridors:

- Interstate 80 /San Pablo Avenue Corridor,
- Interstate 880 Corridor,
- International Boulevard/Telegraph Avenue/East 14th Street (INTEL) Corridor, and,
- Interstate 580/680 Tri-Valley Corridor

On March 8, 2010, the former ACCMA released RFP No. A10-004 to obtain maintenance services for ATMS field elements installed on specific East Bay roadway corridors. The required maintenance services include annual cleaning, calibration, semi annual inspection and troubleshooting and performing emergency repair of ATMS field elements. Proposals were received in April 2010, from Republic ITS, DKS & Associates, and Team Econolite (now called "Aegis ITS", an Econolite group company). A three person selection panel, comprising of representatives from AC Transit, Caltrans, and ACCMA, reviewed the proposals and conduct interviews. The selection panel concluded, and legal counsel concurred, that two proposals were not responsive and the proposal from Aegis ITS (i.e. Team Econolite) was determined to be responsive and responsible. Due to insufficient funds in the past, a contract could not be implemented, but with the forthcoming approval of the Vehicle Registration Fee (VRF) program, sufficient funds will be available to enter into a contract with Aegis ITS.

In addition, I-680 Sunol Express Lane program is in need of an emergency on-call repair service to expeditiously repair damages to its electronic and electrical equipment, including conduits, due to either incident or vandalism. Sufficient funding is included in current project financial plan.

Staff recommends that the Committee authorize the Alameda CTC executive director to negotiate and execute a contract with Aegis ITS for management of ATMS Field Elements for an amount not to exceed \$350,000 per fiscal year.

Fiscal Impacts

\$250,000 in funding for the East Bay Smart Corridor ATMS maintenance services contract is included VRF Strategic Plan approved by the Commission this month, and \$100,000 is included in the operating budget of the I-680 Sunol Express Lane operations.



Memorandum

DATE: May 29, 2012

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director for Programming and Projects
Kanda Raj, Project Controls Team

SUBJECT: **Southbound I-680 Sunol Express Lanes Project (ACTIA No. 08A) - Approval of Amendments to Specific Professional Services Agreements with Novani, LLC. and Wilbur Smith Associates**

Recommendation

It is recommended the Commission approve authorization for the Alameda CTC Executive Director to execute the following items in support of the FY 2012/13 Operations and Maintenance of the Southbound I-680 Sunol Express Lane Project (“the Project”):

1. Amendment No. 3 to the Agreement (CMA#A09-028) with Novani, LLC to: 1) extend the term of the Agreement for one year, from June 30, 2012 to June 30, 2013, and, 2) include additional compensation for its continued services in FY 2012/13, in the amount of \$67,000, for a total not to exceed amount of \$148,100. The time extension and additional compensation are needed to provide IT technical, hardware and communication support, in addition to host the computer servers for the Project’s Toll Data Center at the Server Center.
2. Amendment No. 7 to Consultant Services Agreement (CMA#A04-007) with Wilbur Smith Associates, to: 1) extend the term of the Agreement for one year, from June 30, 2012 to June 30, 2013, and, 2) include additional compensation for its continued services in FY 2012/13, in the not-to-exceed amount of \$144,000. This would bring the total Agreement amount to \$2,207,821. The time extension and additional compensation are needed to continue the system manager oversight services for managing the toll system operation and processing trip/revenue data analysis for trends/reporting to Sunol Smart Carpool Lane JPA (“JPA”).
3. Extend the eligibility date for Measure B expenditures on the Project (I-680 Sunol Express Lane Project - ACTIA 08A) until December 2014.

Sufficient funding for Commission’s actions on Items 1) and 2) are included in current project financial plan.

Summary

The Southbound I-680 Express Lane, which opened to traffic in September 2010, is the first operational express lane facility in Northern California. The Alameda CTC, acting as the managing agency of the JPA, accepted the final systems from the System Integrator on April 30, 2012. The Project since moved into the operation and maintenance phase. The FY 2012/13 will be the first year when the toll funds will support the majority of the Project's operating expenses, while part of the expenses will be subsidized by Project grant funds. In early summer 2012, staff will present a breakeven analysis to the JPA, outlining when and how the Project will become financially self-sustained, i.e.) when the Project expenditures will fully be absorbed by toll revenue.

Discussion/Background

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

The agency has been utilizing consultant services for the specialized system management and operations services. Wilbur Smith Associates staff has been retained to provide these specialized services. During early stages of the current Operations and Maintenance phase, their staff's continued services are necessary to oversee and manage system related issues. The agency staff has already embarked on a transition plan and is expected to assume full system management responsibilities within the FY 2012/13. Wilbur Smith Associates staff has also been facilitating the analysis of toll/revenue data and presenting Project and Industry trends to the Sunol JPA.

Action 1:

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

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the Agreement with Novani LLC (CMA#A09-028), for extending the term of the Agreement to June 30, 2013 and including additional compensation of \$67,000.

Action 2:

Wilbur Smith Associates previous tasks included validation of the System Integrator dynamic pricing algorithm for its capability to meet the contract's requirements and the development of the Express Lane Operations Manual needed to document all policies, procedures, parameters and functional requirements of how the express lane operates. Their staff services are required to manage routine system maintenance issues that require careful attention in this early stage of toll facility operations and maintenance. A summary of amendments is provided as Attachment A to this item.

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the Agreement with Wilbur Smith Associates (CMA#A04-007), for extending the term of the Agreement to June 30, 2013 and including additional compensation of \$144,000.

Action 3:

Staff recommends that the Commission extends the eligibility date for Measure B expenditures on the Project (I-680 Sunol Express Lane Project - ACTIA 8A) until December 2014.

Fiscal Impact

Action 1:

Approval of the requested action will encumber additional \$67,000 of Measure B funds. The existing allocated amount of Measure B funds for the Project includes sufficient capacity.

Action 2:

Approval of the requested action will encumber additional \$144,000 of Measure B funds. The existing allocated amount of Measure B funds for the Project includes sufficient capacity.

Action 3:

Approval of the requested action will extend the eligibility date for Measure B expenditures and will have no financial impact. The existing allocated amount of Measure B funds for the Project includes sufficient capacity, and this action does not authorize any new Measure B fund allocation.

Attachments

Attachment A: Summary of amendments

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

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

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Memorandum

DATE: June 4, 2012

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects

SUBJECT: **I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project – Approval of RM2 Allocation Request for PS&E and Approval of Amendment No. 3 to the Professional Services Agreements with RBF Consulting (Agreement No. CMA A10-013)**

Recommendation

It is recommended that the Commission approve the following action related to the I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project:

- Approve the attached Resolution 12-0028 and Funding Allocation Request to the Metropolitan Transportation Commission (MTC) for \$455,000 in Regional Measure 2 funds for PS&E Phase.
- Authorize the execution of Amendment No. 3 to the professional services agreement with the RBF Consulting (Agreement No. CMA A10-013) in a not-to-exceed contract amount of \$1,324,437 to provide additional Final Design and Right of Way Engineering and Acquisition Services, and to extend the termination date of the professional services agreement to December 31, 2012.

Summary

The Alameda CTC is the implementing agency for Final Design and R/W Phases for the I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project, in Oakland. The project is mostly funded with the Trade Corridor Improvements Fund (TCIF) from the state-wide Proposition 1B bond funds. The former ACMA retained a consultant team led by the RBF Consulting to provide Final Design and R/W Engineering and Acquisition Services. On June 29, 2010, the former ACCMA executed a limited professional services agreement (Agreement No. CMA A10-013) with RBF Consulting for an amount not to exceed \$ 1,774,605 to complete only the 35% PS&E and preliminary R/W Services. The project implementation strategy at the time was to pursue contract amendments for the subsequent milestones of 65%, 95%, 100% PS&E and Final Design, as the agency continue to find the necessary funding to complete the final design phase. At this point, Amendments No. 1 and No 2 have been issued to move the project into Final Design. Amendment No. 3 will provide funding to complete Final Design and to bring the project to the Ready-to-List (RTL) milestone. Table 1 below summarizes the contract actions to date related to Agreement No. CMA A10-013, including Amendment No. 3, which is the subject of this staff report.

Table 1: Summary of Agreement No. CMA A10-013 with RBF Consulting		
Description	Amendment Amount	Total Contract Not to Exceed Amount
Professional Services Agreement (PSA) with RBF Consulting (CMA A10-013) for 35% Final Design and R/W Engineering and Acquisition Services dated June 29, 2010.	NA	\$ 1,774,60
Amendment No. 1 to CMA A10-013 for 65% and 95% Final Design and R/W Engineering and Acquisition Services, dated April 25, 2011.	\$ 5,021,280	\$ 6,795,88
Amendment No. 2 to CMA A10-013 for 100% Final Design and R/W Engineering and Acquisition Services, effective date February 1, 2012.	\$ 926,516	\$ 7,722,40
Recommended Amendment No. 3 to CMA A10-013 to complete 100% Final Design and R/W Engineering and Acquisition Services – Ready to List (RTL) Milestone (This Agenda Item)	\$ 1,324,437	\$ 9,046,83
Total Amended Contract Not to Exceed Amount		\$ 9,046,83
Notes:		
1. This amendment will bring the project to the Ready to List (RTL) milestone. There will be a future amendment for Design Services During Construction.		

Amendment No. 3 is needed to complete Final Design and bring the project to the Ready-to-List (RTL) milestone. The project is currently scheduled to RTL on or before September 30, 2012. It is then anticipated that the project will receive a funding allocation for construction at the California Transportation Commission (CTC) meeting in December 2012, with construction contract award expected in before the end of April 2013.

RBF Consulting has submitted a cost estimate in the amount of \$1,324,437 for the additional work needed to complete the Final Design and R/W Engineering Services. ACTC staff is currently reviewing the cost estimate, but in order to ensure this TCIF Bond project remains on schedule, staff is recommending approval of Amendment No. 3 in an amount not-to-exceed \$1,324,437.

Funding for this amendment will be provided from a combination of Federal Earmark, STIP, RM2 and Measure B funds. In order to provide full funding for Amendment No. 3 and to maintain the schedule, staff is now recommending the Commission approve an allocation request of \$455,000 for PS&E. As part of the standard process for RM-2 funding, ACTC is required to approve the attached resolution, the Initial Project Report (IPR) for RM2 Project 30, and the cash flow plan (attachments to resolution).

Background

Project Purpose and Need:

A Caltrans study identified the 29th Avenue/23rd Avenue area as a major bottleneck on I-880 due to low vertical clearances of the overcrossings, nonstandard interchange spacing, less-than-desire ramp geometric configurations, and limited ability to widen the freeway. Replacement of these overcrossings to attain the standard vertical clearances will allow fully loaded trucks to use the I-880 corridor safely and efficiently. In addition, lengthening the auxiliary lanes would improve the flow of vehicles along the mainline, thus reducing the rate of congestion-related accidents and improving the traffic flow and safety through the I-880 corridor, particularly to truck traffic.

The purpose of the Project is:

- To correct existing geometric deficiencies of the overcrossings at 29th Avenue and 23rd Avenue along I-880
- To improve the safety and operation of I-880 from PM 28.4 to PM 29.2
- To improve operational deficiencies of the northbound ramps at 29th Avenue and 23rd Avenue for I-880
- To provide I-880 noise protection to adjacent residential neighborhood.

The proposed Project is necessary because the existing I-880 interchanges at 29th Avenue and 23rd Avenue are currently heavily congested and have high collision rates as a result of nonstandard roadway designs. The interchanges are currently spaced at 1,400 feet which is nonstandard interchange spacing. In addition, the mainline freeway alignment includes numerous non-standard curves. The existing overcrossings have multiple columns supporting each bridge and the vertical clearances over I-880 are less than the current Caltrans Design Standard of 16.5 feet. These bridge columns are oriented in such a way as to prevent widening of the mainline freeway to accommodate standard lane widths, standard shoulders, or to incorporate auxiliary lane extensions. The inside and outside mainline shoulders do not meet current design standards and the width of the number one (inside) lane in the northbound direction is less than the 12-foot design standard. These conditions all contribute to the poor operations of this section of I-880 as well as contribute to the high rate of accidents (approximately five times the state-wide average).

Project Description:

This project proposes to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline. The majority of the project is funded with \$73 million from the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; approved by the voters as Proposition 1B in November 2006.

Environmental Review:

Caltrans approved the Project Study Report (PSR) for the Project in November of 2007. The environmental impacts of the Project were analyzed under both the California Environmental

Quality Act (CEQA) and the National Environmental Protection Act (NEPA). In April 2010, Caltrans gave environmental clearance to the Project through the adoption of a Negative Declaration pursuant to CEQA, and FHWA gave environmental clearance to the Project under NEPA through the approval of a Finding of No Significant Impact.

Fiscal Impact

The recommended action will authorize the encumbrance of additional project funding for subsequent expenditure. The required additional project funding is included in the current project funding plan.

Attachments:

Attachment A: Project Fact Sheet

Attachment B: I-880 North Safety Improvements Initial Project Report (IPR)

Attachment C: RM2 IPR Backup

Attachment D: Alameda County Transportation Commission Resolution No. 12-0028

PROJECT FACT SHEET

PROJECT TITLE:

I-880 North Safety Improvements - Operational and Safety Improvements at 29th Avenue and 23rd Avenue in Oakland

PROJECT LOCATION:

The project is located in Oakland in the vicinity of 29th Avenue and 23rd Avenue (I-880 from PM 28.4 to 29.2).

GENERAL PROJECT DESCRIPTION:

This project will remove and reconstruct the OC Structure at 29th Ave. and two OC Structures at 23rd Ave. Widening the mainline right shoulders and lengthening the existing northbound auxiliary lanes within the project limits are part of this project.

PURPOSE AND NEED:

This project will improve the mobility and traffic safety through the I-880 corridor in the vicinity of the 29th Ave. and 23rd Ave. Interchanges. The existing 29th Ave. and 23rd Ave. Interchanges are closely spaced. The vertical clearance underneath these OC Structures, and the horizontal alignment transitions on the mainline do not meet current Caltrans' Design Standards. The existing multiple columns are oriented in such a way to prevent widening of the mainline to accommodate standard shoulders or to incorporate auxiliary lane extensions. The project will correct existing geometric deficiencies of the I-880 overcrossings at 29th Avenue and 23rd Avenue, improve the safety and operations of I-880, improve operational deficiencies of the I-880 northbound ramps at 29th Avenue and 23rd Avenue; and provide noise protection to the neighboring community.

PROJECT STATUS

The Environmental Document and the Project Report have been approved. The final design and the right of way process has been initiated.

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,200
Design - Plans, Specifications and Estimates (PS&E)	\$8,942
Right-of-Way Activities /Acquisition (R/W)	\$5,150
Construction / Rolling Stock Acquisition (CON)	\$80,000
Total Project Budget (in thousands)	\$98,292

PROPOSED FUNDING:

FUNDING:

This project will be funded by the following sources:

1. RM 2 - \$10 million,
2. SAFETEA - \$1.787 million,
3. State Funds - \$12 million,
4. TCIF (Trade Corridor Improvement Fund) – \$73 million;
5. Local - \$1.505 million.

PROJECT SCHEDULE

Phase-Milestone		
	Start Date	Completion Date
Environmental Document	5/08	4/10
Final Design - Plans, Specs. & Estimates (PS&E)	4/10	9/12
Right-of-Way Activities /Acquisition (R/W)	4/10	4/13
Construction (CON)	10/12	4/17

Regional Measure 2

Initial Project Report (IPR)

**I-880 – North Safety Improvement Project
Operational and Safety Improvements at 29th
Avenue and 23rd Avenue**

#30

**Submitted by
Alameda County Transportation Commission**

May 30, 2012

Regional Measure 2 Initial Project Report (IPR)

Project Title: I-880 North Safety Improvements Project

RM2 Project No. 30

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	10/04	\$ 1.1 M	Scoping
#2	9/07	\$.7 M	PA/ED & PE
#3	4/08	\$ 2.3 M	PA/ED & PE
#4	5/10	\$ 4.56M	Right of Way (.75M) and Final PS&E (3.81M)
Total:		\$ 8.66 M	

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
5-30-12	\$.455 M	PS&E

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

The Alameda County Transportation Commission (Alameda CTC), acting on behalf of the Alameda County Congestion Management Agency (ACCMA), the City of Oakland, and Caltrans are the lead sponsors responsible for the delivery of this project.

The Alameda CTC, with support from the City of Oakland and Caltrans, will be responsible for delivering the environmental, PSE, and ROW phases of this project. Caltrans will be responsible for constructing the project.

The Alameda CTC will be the responsible agency for delivering the RM-2 funded segments and seeking RM-2 allocations.

B. Project Purpose

The purpose of the proposed project is to improve the mobility of mainline vehicles and improve traffic safety through the I-880 corridor, in the vicinity of 29th Avenue and 23rd Avenue.

The purpose of the Project includes:

- To correct existing geometric deficiencies of the overcrossings at 29th Avenue and 23rd Avenue along I-880;
- To improve the safety and operations of I-880 from PM 28.4 to PM 29.2;
- To improve operational deficiencies of the northbound ramps at 29th Avenue and 23rd Avenue for I-880; and,
- To provide I-880 noise protection to the Jingtowntown residential community and Lazear Elementary school.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The proposed specific improvements include:

- Relocating the northbound Lisbon Avenue on ramp to begin at 29th Avenue and constructing a sound wall along the northbound auxiliary lane between 29th and 23rd Avenue;
- Lengthening the northbound auxiliary lane between 29th Avenue and 23rd Avenue;
- Removing and reconstructing the 29th Avenue overcrossing;
- Removing and reconstructing both the eastbound and westbound 23rd Avenue overcrossings;
- Reconstructing the 23rd Avenue / I-880 Northbound ramps / 11th Street intersection into a roundabout;
- Lengthening and improving the northbound off ramp at 29th Avenue to terminate directly onto the 29th Avenue overcrossing.

D. Impediments to Project Completion

The Alameda CTC received programming approval for \$73 M of TCIF funding. The Alameda CTC has completed the PA/ED work (Project Report and Environmental Document). The Alameda CTC requests that expenditures incurred on PS&E and ROW work starting from February 2010 be reimbursed.

E. Operability

When the project is completed, the ramp elements will be maintained by Caltrans and local streets will be maintained by the City of Oakland. An area underneath the 29th Avenue Overcrossing will require a Caltrans/City of Oakland Maintenance Agreement to define the responsibilities of each agency.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: x Yes No

An Initial Study with Mitigated Negative Declaration / Environmental Assessment with Finding of No Significant Impact was approved in April 2010.

G. Design –

Design Phase activities for the project are underway. Design activities are scheduled to be completed by October 2012.

H. Right-of-Way Activities / Acquisition –

Right of Way Phase activities for the project have been initiated. Right of Way Phase activities are scheduled to be completed by April 2013.

I. Construction -

Construction is anticipated to start in April 2013 and be completed by April 2017.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,200
Design - Plans, Specifications and Estimates (PS&E)	\$8,942
Right-of-Way Activities /Acquisition (R/W)	\$5,150
Construction (CON)	\$80,000
Total Project Budget (in thousands)	\$98,292

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,200
Design - Plans, Specifications and Estimates (PS&E)	\$8,942
Right-of-Way Activities /Acquisition (R/W)	\$5,150
Construction (CON)	\$77,670
Total Project Budget (in thousands)	\$95,962

IV. OVERALL PROJECT SCHEDULE (Phase1)

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	5/08	4/10
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	5/08	4/10
Final Design - Plans, Specs. & Estimates (PS&E)	4/10	10/12
Right-of-Way Activities /Acquisition (R/W)	4/10	4/13
Construction (Begin – Open for Use) (CON)	10/12	4/17

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

This request will fund the following final design activities for the project:

- Final Design - Plans, Specs. & Estimates (PS&E)

Amount being requested (in escalated dollars)	\$455K (PS&E)
Project Phase being requested	PS&E
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of the RM2 IPR Resolution for the allocation being requested	6/12
Month/year being requested for MTC Commission approval of allocation	6/12

M. Status of Previous Allocations (if any)

A Caltrans Project Study Report (PSR) was approved in September 2007. The PAED Phase (Environmental Document and Project Report) was approved in April 2010. PS&E and R/W Acquisition are underway. The RM2 funds allocated to date have been expended on these efforts.

N. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	Draft PA/ED	Draft ED	4/09
2	Final PA/ED	Final ED	4/10
3	Final PS&E/ROW	Final PS&E	10/12
4	Final ROW	ROW Certification No. 3	10/12

O. Impediments to Allocation Implementation

The state funds available for the project may be revised.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

Next Anticipated RM-2 Funding Allocation Request

This request will use the expected remaining allocation capacity.

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Stewart Ng

Phone: 510-208-7437

Title: Deputy Director of Programming and Projects

E-mail: stewartng@alamedAlameda CTC.org

Address: 1333 Broadway Suite 200, Oakland, CA 94612

Information on Person Preparing IPR

Name: Dale Dennis

Phone: 925-595-4587

Title: PCT – Project Manager

E-mail: dodennis@dataclonemail.com

Address: 1333 Broadway Suite 200, Oakland, CA 94612

Revised IPR 5-04-10.doc

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RM-2 Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: I-880 North Safety Improvements (Phase1)		Project ID: 30													
Agency: ACCMA		Date: 5/30/2012													
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED															
COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)															
RM-2	Scoping		1,100												1,100
RM-2	PA/ED/PE			3,000											3,000
Federal	PA/ED/PE			100											100
RM-2	PS&E				3,810	455									4,265
State, Federal, Local	PS&E				2,985	1,692									4,677
RM-2	ROW				750										750
State, Federal, Local	ROW				4400										4,400
State	Construction					5,600									5,600
RM-2	Construction					885									885
Local	Construction					515									515
TCIF	Construction					73,000									73,000
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
			1,100			3,100			11,945	2,147	80,000				98,292

Comments:

Enter all funding for the project -- both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding. Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT ROW SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

DEFINED SEGMENT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: I-880 North Safety Improvements (Phase 1)		Project ID: 30													
Agency: ACCMA		Plan Date: 05/30/12													
RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
RM-2 SEGMENT FUNDING TOTAL		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL

Comments:

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)
 Enter funds on the RM-2 Deliverable Phase or Segment; ONLY if the RM-2 Segment must be Fully Funded and result in a operable or useable segment.
 Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.
 Eligible Phases: ENV (or PA&ED), PS&E, RW or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT RW SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

**RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: I-880 North Safety Improvements (Phase1)		Project ID: 30										
Agency: ACCMA		Plan Date: 05/30/12										
RM-2 CASH FLOW PLAN												
RM-2 Expenditures	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
ENV/PA&ED	1,100			3,000								4,100
PS&E							3,810	455				4,265
R/W							750					750
CON									885			885
Prior												
	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
RM-2 CASH FLOW PLAN TOTAL	1,100			3,000			4,560	455	885			10,000

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

**Regional Measure 2 Program
Estimated Budget Plan**

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT I-880 NORTH SAFETY IMPROVEMENTS	RM2 Legislation ID (and project subelements if any) 30
NAME AND ADDRESS OF IMPLEMENTING AGENCY Alameda County Congestion Management Agency 1333 BROADWAY SUITE 200 OAKLAND, CA 94612	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by task)			
			0
			0
			0
			0
			0
TOTAL DIRECT LABOR			0
2. DIRECT BENEFITS (Specify)			
	Benefit Rate	X BASE	
Direct Benefits @53% and Indirect costs 50%	130%	0	
TOTAL BENEFIT			0
3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
TOTAL DIRECT CAPITAL COSTS			0
4. CONSULTANTS (Identify purpose and or consultant)			
PS&E			435,000
ACCMA Project Control Team Support			20,000
TOTAL CONSULTANTS			455,000
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			
6. TOTAL ESTIMATED COST			455,000

Comments:

Date: 5/30/2012



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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

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Councilmembers
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City of San Leandro
Joyce R. Starosciak, Councilmember

Executive Director
Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 12-0028

RM2 Project 30: I-880 – North Safety Improvement Project Operational and Safety Improvements at 29th Avenue and 23rd Avenue

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, the Alameda County Transportation Commission (ACTC) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, Project 30: I-880 – North Safety Improvement Project, Operational and Safety Improvements at 29th Avenue and 23rd Avenue is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, describes the project, purpose, schedule, budget, expenditure and cash flow plan for which ACTC is requesting that MTC allocate Regional Measure 2 funds; and therefore be it

Resolved, that the ACTC, and its agents shall comply with the provisions of the Metropolitan Transportation Commission’s Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that the ACTC certifies that the project is consistent with the Regional Transportation Plan (“RTP”); and be it further

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

Resolved, that the ACTC approves the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the ACTC approves the cash flow plan, attached to this resolution; and be it further

Resolved, that the ACTC has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the ACTC is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the ACTC is authorized to submit an application for Regional Measure 2 funds for the RM2 Project 30: I-880 – North Safety Improvement Project, Operational and Safety Improvements at 29th Avenue and 23rd Avenue, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the ACTC certifies that the project and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations there under; and be it further

Resolved, that there is no legal impediment to the ACTC making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the ACTC to deliver such project; and be it further

Resolved, that ACTC indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the ACTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that the ACTC shall, if any revenues or profits from any non-governmental use of property (or project) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time

the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

Resolved, that the ACTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that the ACTC authorizes its Executive Director, or his designee, to execute and submit an allocation request of \$455,000 for the PS&E Phase of the subject project with MTC for Regional Measure 2 funds, purposes and amounts included in the project application attached to this resolution; and be it further

Resolved, that the Executive Director, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it further

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the ACTC application referenced herein.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, June 28, 2012 in Oakland, California by the following votes:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

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