



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

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

Monday, May 14, 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 Hosteran, 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 April 9, 2012 – Page 1

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3 PROGRAMS

3A. Approval of Draft FY 2012/13 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan – Page 9

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3B. Approval of Final Cycle 3 Lifeline Transportation Program – Page 45

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3C. Approval of Measure B Express Bus Grant Funds – Page 49

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3D. Approval of a Coordination and Mobility Management Planning (CMMP) Pilot Volunteer Driver Program and Authorization to Negotiate and Execute a Contract – Page 51

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- 3E. Approval to Extend Para-transit Gap Grants for One Year– **Page 53** **A**
- 3F. Review of Draft Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan – **Page 57** **I**
- 3G. Update on MTC One Bay Area Grant Program– **Page 77** **I**
- 3H. Overview of Policy, Planning and Programming Activities and Next Steps – **Page 115** **I**
- 3I. Review of FY 2010/11 Measure B Pass-through Fund Program Draft Compliance Report and and Audit Executive Summary – **Page 121** **I**
- 3J. Review California Transportation Commission (CTC) March and April 2012 Meeting Summary – **Page 135** **I**

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 – **Page 141** **A**
- 4B. I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Advertise Specialty Material Procurement Contract (Project No. 2) – **Page 161** **A**

5 COMMITTEE MEMBERS REPORTS (VERBAL)

6 STAFF REPORTS (VERBAL)

7 OTHER BUSINESS

8 ADJOURNMENT AND NEXT MEETING: June 11, 2012

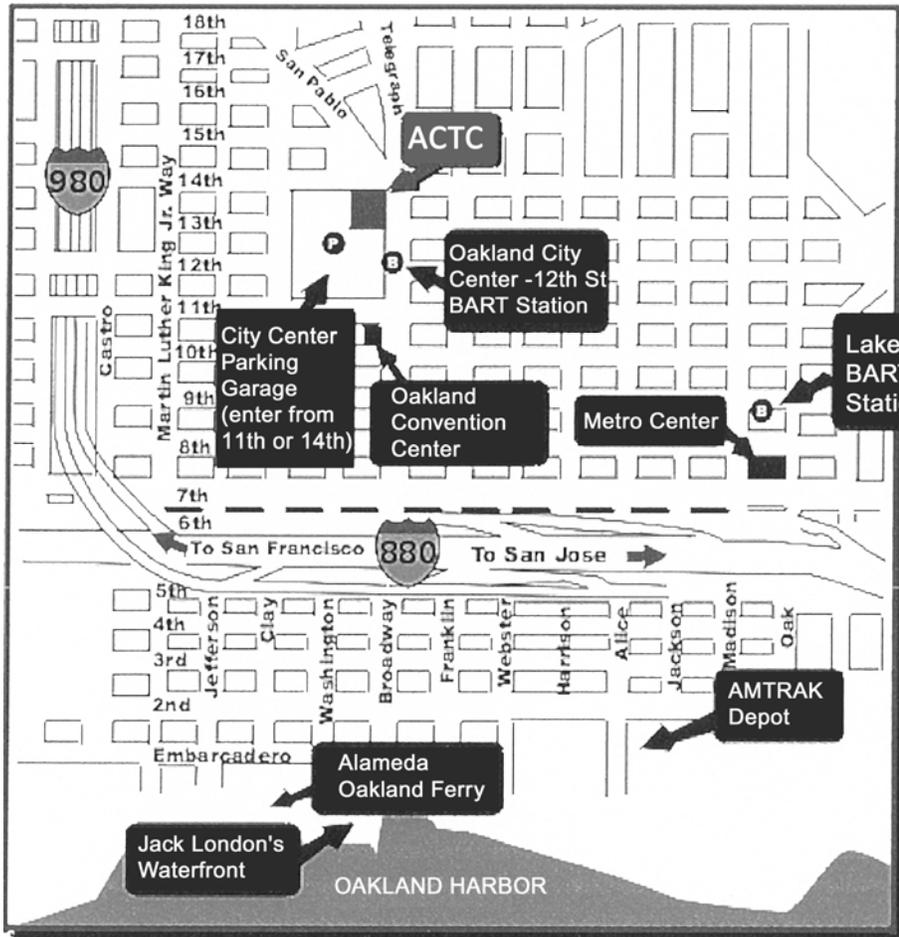
Key: A- Action Item; I – Information Item; *Material will be provided at meeting
(#) All items on the agenda are subject to action and/or change by the Committee.

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

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Glossary of Acronyms

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



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

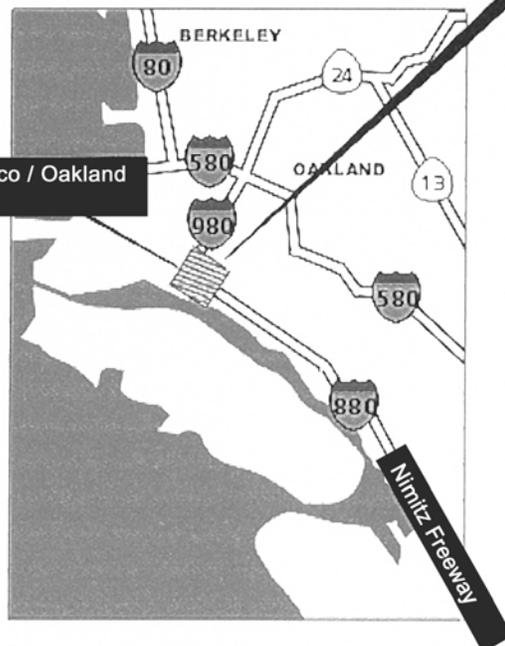
BART: City Center / 12th Street Station

AC Transit:

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

Auto Access:

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



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



**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF APRIL 09, 2012
OAKLAND, CALIFORNIA**

The meeting was convened by the Chair, Mayor Green, at 12:25 p.m.

1. Public Comment

There was no public comment.

2 Consent Calendar

2A. Minutes of February 13, 2012

Vice Mayor Freitas moved to approve the consent calendar; Councilmember Reid seconded the motion. The motion passed 5-0.

3 Programs

3A. Approval of Three -Year Project Initiation Document Work Plan for Alameda County

Vivek Bhat recommended that the Commission approve the Three-Year Project Initiation Document Work Plan for Alameda County (FY 2012/13, 2013/14 and 2014/15). Mr. Bhat informed the Board that the list can be found as an attachment to the staff report. A PSR / PID document is required to be done before receiving programming in the STIP. Caltrans will require reimbursement for PID development and oversight for SHS projects that are funded entirely with local funds, or a mix of state and local funds. The three year work plan was presented to ACTAC on Tuesday and subsequently one update was received from the City of Emeryville.

Mayor Green requested information on the Gilman Interchange. Art Dao informed the Board that it would be two roundabouts on both sides of the freeway.

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

3B. Central County Same Day Transportation Program - Approval of Issuance of a Request for Proposals (RFP) and Authorization to Negotiate and Execute a Contract

Naomi Armenta recommended that the Commission authorize staff to issue an RFP and proceed with the contract procurement process to obtain a vendor to provide Same Day Transportation services for people with disabilities and seniors in the Central County area and authorize the Executive Director to negotiate and execute all required agreements. Ms. Armenta informed the Committee that this is a pilot program which intends to expand on the success of the existing South County Tri-City Taxi program.

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

3C. South County Taxi Program – Authorization for Contract Extension and Approval of Allocation of Measure B Funds

Naomi Armenta recommended that the Commission authorize a one year extension of the South County Taxi Program contract and allocate \$80,000 of Special Transportation for Seniors and People with Disabilities Gap Funds for the program. \$45,000 will roll-over from the current fiscal year and an additional allocation of \$80,000 is requested to maintain the program.

Mayor Chan motioned to approve this Item. Vice Mayor Freitas seconded the motion. This motion passed 8-0.

3D. Hospital Discharge Transportation Service and Wheelchair Breakdown Transportation Service Programs – Approval of Contract Extension of Contract

Naomi Armenta recommended that the Commission approve a one year extension of the Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Programs contract. Ms. Armenta informed the Board that the annual contract is \$50,000 and that the Paratransit Advisory and Planning Committee (PAPCO) has recommended designating funding from the Special Transportation for Seniors and People with Disabilities Gap Funds.

Mayor Green questioned if we are limited to having one year contracts only under the current Measure. Art Dao informed him that there were no contract term limitations.

Councilmember Atkin wanted to know if any other participating hospitals are under the Sutter Health rubric. Ms. Armenta informed the Committee that Castro Valley and San Leandro are Sutter Health hospitals.

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

3E. Approval of STIP Deadline Extension for Contract Award for the Alameda CTC's I-580 San Leandro Landscaping – Estudillo to 141st Project

James O'Brien recommended that the Commission approve the request for a 3-month time extension to the STIP Contract Award deadline related to \$350,000 of STIP-TE funding allocated for the construction phase of the project. Mr. O'Brien informed the Board that the project was in the City and San Leandro and is in conjunction with a soundwall project along the same segment of I-580. The STIP Guidelines require the award of a contract to be done within 6-months from the date it was allocated, however, Caltrans Local Assistance Procedures require that a sponsor receive an Authorization to Proceed with Construction (E-76) before the project can be advertised. This would require a 3-month extension of the Contract Award deadline from April 27, 2012 to July 27, 2012.

Supervisor Haggerty motioned to approve this Item. Councilmember Reid seconded the motion. The motion passed 8-0.

3F. Approval of STIP Deadline Extension for Project Completion for the City of Alameda's Stargell Avenue Extension Project

James O'Brien recommended that the Commission Approve the request for up to an 12-month time extension to the STIP project completion deadline related to \$4 million of STIP funding allocated for the construction phase of the City of Alameda's Stargell Avenue project. Mr. O'Brien noted that the staff report states a 12-month extension but the request is actually for 18-month extension. He informed that Board that the STIP funds allocated by the CTC are subject to the Timely Use of Funds Provisions. The extension would allow for the City of Alameda to do the work that was deferred down Stargell Avenue, outside of the two contracts that were already awarded.

Mayor Javandel motioned to approve this Item. Councilmember Reid seconded the motion. The motion was passed 8-0.

3G. Review of Draft Cycle 3 Lifeline Transportation Program

Jackie Taylor provided an update and review of the Draft Cycle 3 Lifeline Transportation Program. Ms. Taylors review covered the call for projects, application review and ranking, and the draft program based on draft scores. She informed the Committee that the draft program was attached and lists the projects in ranking order and she concluded by stating that the final program will be considered in May.

This Item was for information only.

4 Projects

4A. Acceptance of Alameda CTC Semi Annual Capital Projects Update April 2012

James O'Brien presented a presentation on the Alameda CTC Semi Annual Capital Projects Update. The presentation covered the active Capital Projects by type, fund type, implementing agency, planning area and type. Mr. O'Brien also gave an update on several recent project Milestones.

There were no questions on this Item.

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

4B. I-580 Eastbound Express (HOT) Lane Project - Approval of Amendment No. 2 to the Professional Services Agreement with the URS Corporation (Agreement No. CMA A08-018)

Connie Fremier recommended that the Commission authorize the execution of Amendment No. 2 to the professional services agreement with the URS Corporation. The amendment will be to provide additional preliminary engineering, environmental, final design, and bidding support services. The amendment will also to extend the termination date of the agreement to December 31, 2015. Ms. Fremier informed the Committee that the original agreement amount was \$916,601 and the amount of this amendment is currently under negotiation and is expected to be determined by the time of the April Board meeting.

There were no questions on this Item.

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

4C. Tri-Valley Center to Center (C2C) Program Project– Approval to Extend the Expiration Date of the Contract with DKS Associates

James O'Brien recommended the Commission approve an extension of the expiration date for the Center to Center Program contract with DKS Associates to February 29, 2012. The contract time extension was requested by DKS Associates to account for additional time to finalize the C2C System connection between the Tri-Valley Cities, MTC, and Caltrans. There is no fiscal impact in extending this contract.

There were no questions on this Item.

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

4D. I-580 San Leandro Sound Wall Landscape Project – Authorization to Advertise Construction Contract

James O'Brien recommended the Commission authorize the Executive Director, or his designee, to advertise and request bids for the construction of I-580 San Leandro Soundwall Landscape Project.

There were no questions on this Item.

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

4E. Webster Street SMART Corridor Project – Authorization to Advertise the Construction Contract and Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with Harris & Associates to Provide Construction Management Services

James O'Brien recommended the Commission authorize the Executive Director, or his designee, to advertise the construction contract for the Webster Street SMART Corridor and approve Amendment No. 2 to extend the expiration date of the contract with Harris & Associates to provide construction management services from June 30, 2012 to June 30, 2013. The extension is requested due to additional time needed to obtain NEPA Environmental Clearance.

There were no questions on this Item.

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

4F. Dumbarton Rail Corridor Project (ACTIA 25) - Update on the Procurement of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way Contract and Related Activities

Connie Fremier provided an update on the procurement of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way Contract and Related Activities. She stated that in June 2011, the Commission allocated \$150,000 of Measure B Capital Program funding for this effort and MTC matched the amount in October 2011. The Commission also authorized the execution of the necessary agreement to secure the matching funds. Ms. Fremier's update covered the RFP process, the outcome of the technical proposal review phase & Consultant Selection Panel, a finally the unanimous decision in their selection of the top-ranked firm, R.L. Banks & Associates, Inc..

This Item was for information only.

5 Staff and Committee Member Reports

Mayor Chan requested feedback on Bill AB2231 regarding Sidewalk Repairs.

There were no other staff and/or committee member reports.

6 Adjournment/Next Meeting: May 14, 2012

Chair Green adjourned the meeting at 1:00 p.m. The next meeting is on May 14, 2012.

Attest by:



Vanessa Lee
Clerk of the Commission

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PROGRAMS AND PROJECTS COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

APRIL 09, 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 Huezo – City of Newark	
Larry Reid – City of Oakland		Patricia Kernighan – City of Oakland	
LEGAL COUNSEL			
Zack Wasserman – WRBD			
Neal Parish – WRBD			
Geoffrey Gibbs - GLG			
STAFF			
Arthur L. Dao – Executive Director			
Vanessa – Clerk of the Commission			
Stewart Ng, Deputy Director of Programming and Project Management			
Matt Todd - Manager of Programming			

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

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4.				
5.	Tom Hillesland	"	"	thillesland@moffattnichol.com
6.	Ramsey Hesser	URS	510-853-3600	ramy.hesser@urs.com
7.	JIM RICHARDS	ACTC	510-208-7440	jrichards@alameda.ctc.org
8.	Dawn Arguel	Alameda Co. BOS #1	925-551-6995	dawn.arguel@acjpa.org
9.				
10.				
11.				
12.				
13.				
14.				

JURISDICTION/



Memorandum

DATE: May 7, 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 Draft FY 2012/13 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan**

Recommendation

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

1. Approve the assumptions described herein as 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
3. Approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs.

Summary

The Draft 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 Draft FY 2012/13 Measure B Capital Program Strategic Plan Update (FY 2012/13 SPU) are described herein. 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.

Approval of the recommended actions will provide the basis for the Final FY 2012/13 Measure B Capital Program Strategic Plan Update to be approved in June, 2012. The Final FY 2012/13 Strategic Plan Update will provide the road map 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 capital projects from the 2000 Measure B Capital Program 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 subsequently into the Alameda County Transportation Commission (Alameda CTC) has combined the two 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 to be incorporated into the development of the Draft and Final versions 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 are related to both the 1986 MB and 2000 MB Capital Programs and will be 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 funding will be considered on a case-by-case basis and be the subject of separate actions by the Commission.

Assumptions pertaining only to the 1986 MB Capital Program

The following assumptions are related to the 1986 MB Capital Program and will be 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 (also referred to as the “Capital Program Construction Contingency”);
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 Local Match requirements prescribed by the 1986 MB for individual capital projects will remain in effect;
6. The rate of return on the investment funds in the current portfolio is 1% per annum;
7. The projected 1986 Measure B Capital Account cash balance at the beginning of FY 2012/13 is \$126.9 million; and
8. 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.

Assumptions pertaining only to the 2000 MB Capital Program

The following assumptions are related to the 2000 MB Capital Program and will be 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 will be 1.0;
3. The total 2000 Measure B funding commitment to all capital projects will remain at \$756.5 million;
4. The FY 2012/13 SPU will include an Allocation Plan which lays out specific allocations expected from the remaining 2000 Measure B Programmed Balance for each capital project and will serve as the basis of the program-wide financial model;
5. The cash demand for the remaining 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 Projects 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 Draft FY 2012/13 SPU and will result in the Route 84 Expressway Widening Project receiving \$37.030 million of STIP funding 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. 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 several capital projects for the I-580 Eastbound HOV/Auxiliary Lane Project and the I-580 Eastbound Express Lanes Project to be repaid from the toll revenues of the express lane is reflected in the Draft FY 2012/13 SPU as approved by the Alameda CTC in September, 2011. The timing of the advances and the repayments are based on the current project delivery status and schedules of the individual projects involved;
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 Draft FY 2012/13 SPU. The City of San Leandro, the sponsor for both ACTIA 18B and ACTIA 19, has requested the transfer and has 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 capital projects from the 1986 MB (ACTA) capital program, and all of the capital projects included in the 2000 MB (ACTIA) capital program. The remaining capital project 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, a program-wide closeout “project,” and the Capital Program Construction Contingency equals \$229.6 million as shown in Attachment A.

The total 2000 Measure B commitment for the 27 projects included in the 2000 Measure B Expenditure Plan is \$756.5 million as shown in Attachment A (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 are 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 the 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 the capital projects listed above. The uncommitted funding is held in a Capital Projects Reserve, or the Capital Program Construction Contingency. The Draft 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.

2000 Measure B Capital Program

The procedures for managing the 2000 Measure B commitments are centered around allocations from the Measure B “Programmed Balance” for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the “Initial Programmed Balance” at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital project has been adjusted each FY using a “Program Escalation Factor (PEF)” typically adopted by the Board with the other Strategic Plan assumptions. During the FY 2009-10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the 2000 Measure B Capital Program, which effectively holds the total 2000 Measure B commitment to the projects in the 2000 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. Attachment C2 shows the amount expended through December 31, 2011 compared to the total amount allocated for each of the 2000 MB capital projects. The FY 2012/13 2000 Measure B Allocation Plan Schedule shown Attachment C3 lays out the timing of the anticipated future allocations for the remainder of the 2000 Measure B Capital Program. The future 2000 Measure B allocations are anticipated for the following purpose(s) as shown in the FY 2012/13 2000 Measure B Allocation Plan Notes in Attachment C4:

1. Altamont Commuter Express (ACE) Improvements (ACTIA No. 01) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission which operates the ACE service. The eligible project list is updated regularly. The availability of \$2 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the 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 Draft 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 2000 Measure B commitment to all capital projects of \$756.5 million). Once the encumbrances, e.g. funding agreements, contracts, etc., for the allocated funds are approved, the 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 D1 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 Program fund balance 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 D2 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 D2 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 D1, with the details about capital project line item expenditures included in Attachment D3 and the details about advances, exchanges and paybacks included in Attachment D4, 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 fulfill the commitments of 2000 Measure B funding. The focus of the financial analysis and management is to provide the 2000 Measure B commitments to the capital projects at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies. Once debt financing is initiated, fluctuations to the timing of the need for Measure B funds will have to be considered in the detailed context of cash management in order to maintain minimum balances required to prioritize obligations stemming from the debt financing.

Fiscal Impact

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

Attachments:

- A Summary of Measure B Capital Projects Current Phase and Measure B Funding
- B1 1986 Measure B Capital Project Remaining 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 Allocations and Expended to Date
- C3 2000 Measure B Capital Project Allocation Plan Schedule
- C4 2000 Measure B Capital Project Allocation Plan Notes
- D1 2000 Measure B Capital Program Financial Plan – Without Financing or Borrowing
- D2 2000 Measure B Capital Program Financial Plan – With Sample Financing and Borrowing Scenario
- D3 2000 Measure B Capital Project Line Item Expenditures
- D4 2000 Measure B Capital Program Advances and Repayments
- D5 2000 Measure B Capital Program Advances 2012 STIP Exchange Project Detail Sheet

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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 (ACTIA)	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	5.8	0.0
6	Capital Program Construction Contingency	Var	NA	NA	NA	NA	30.0	0.0
7	Altamont Commuter Express Rail	MT	ACTIA 01	Construction	TBD	TBD	0.0	13.2
8	BART Warm Springs Extension	MT	ACTIA 02	Construction	Sep 2009	Dec 2015	0.0	224.4
9	BART Oakland Airport Connector	MT	ACTIA 03	Construction	Sep 2010	Dec 2013	0.0	89.1
10	Downtown Oakland Streetscape Improvement	BP	ACTIA 04	Construction	Sep 2007	Jun 2015	0.0	6.4
11	Fruitvale Transit Village	MT	ACTIA 05	Complete			0.0	4.4
12	Union City Intermodal Station	MT	ACTIA 06	Construction	Jun 2007	Mar 2012	0.0	12.6
13	Telegraph Avenue Bus Rapid Transit	MT	ACTIA 07A	Environmental	Oct 2014	Apr 2016	0.0	11.5
14	San Pablo Avenue Corridor Transit	MT	ACTIA 07B	Complete			0.0	2.3
15	Telegraph Avenue Rapid Bus Service	MT	ACTIA 07C	Complete			0.0	10.7
16	I-680 Sunol Express Lanes - Southbound	Hwy	ACTIA 08A	Construction	Oct 2008	Jun 2012	0.0	15.2
17	I-680 Sunol Express Lanes - Northbound	Hwy	ACTIA 08B	Environmental	TBD	TBD	0.0	20.0
18	Iron Horse Transit Route	MT	ACTIA 09	Design	TBD	TBD	0.0	6.3
19	I-880/Broadway-Jackson Interchange Improvement (Study Only)	Hwy	ACTIA 10	Scoping	N/A	N/A	0.0	8.1
20	I-880/Washington Ave I/C	Hwy	ACTIA 11	Complete			0.0	1.3
21	I-580 Castro Valley Interchanges Improvements (Note 3)	Hwy	ACTIA 12	Plant Establishment	Jun 2008	Jun 2011	15.0	11.5
22	Lewelling/East Lewelling Blvd Widening	LSR	ACTIA 13	Construction	Jul 2009	Aug 2012	0.0	13.1
23	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	Hwy	ACTIA 14A	Complete			0.0	2.5
24	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	Hwy	ACTIA 14B	Design	Jul 2012	Nov 2014	0.0	2.7
25	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	Hwy	ACTIA 14C	Complete			0.0	7.8
26	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	ACTIA 15	Design	Jul 2013	Jul 2015	0.0	27.0
27	Oakland Local Streets and Roads	LSR	ACTIA 16	Complete			0.0	5.3

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 (ACTIA)	2000 MB (ACTIA)
28	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	LSR	ACTIA 17A	Complete			0.0	0.6
29	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	LSR	ACTIA 17B	Construction	Jan 2010	Aug 2012	0.0	0.7
30	Westgate Parkway Extension (Wal-Mart to Williams Street)	LSR	ACTIA 18A	Complete			0.0	7.9
31	Westgate Parkway Extension (Davis Street) (Note 6)	LSR	ACTIA 18B	Design	Jul 2012	May 2015	0.0	0.6
32	East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	LSR	ACTIA 19	Design	Sep 2013	May 2015	0.0	3.2
33	Newark Local Streets	LSR	ACTIA 20	Complete			0.0	1.4
34	I-238 Widening (Note 4)	Hwy	ACTIA 21	Complete			0.0	81.0
35	I-680/I-880 Cross Connector Studies (Study Only)	Hwy	ACTIA 22	Scoping	N/A	N/A	0.0	1.2
36	Isabel Avenue - Route 84/I-580 Interchange	Hwy	ACTIA 23	Construction	Jan 2009	Apr 2012	0.0	26.5
37	Route 84 Expressway Widening	Hwy	ACTIA 24	Construction	Mar 2012	Feb 2016	0.0	96.5
38	Dumbarton Corridor Improvements (Newark and Union City)	MT	ACTIA 25	Environmental	TBD	TBD	0.0	19.4
39	I-580 Corridor/BART to Livermore Studies (Study Only)	MT	ACTIA 26	Environmental	N/A	N/A	0.0	11.8
40	Vasco Road Safety Improvements	LSR	ACTIA 27A	Complete			0.0	1.5
41	I-80 Integrated Corridor Mobility Project	Hwy	ACTIA 27B	Construction	Jun 2011	Apr 2015	0.0	2.8
42	I-880 Corridor Improvements in Oakland and San Leandro (Note 7)	Hwy	ACTIA 27C	Design	Aug 2012	Apr 2016	0.0	2.3
43	CWTP/TEP Development	Hwy	ACTIA 27D	Scoping	NA	NA	0.0	0.1
44	Studies for Congested Segments/Locations on the CMP Network	Hwy	ACTIA 27E	Scoping	Oct 2014	Nov 2015	0.0	3.7
TOTALS							229.6	756.6

Notes:

1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
2. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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

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

May 2012 - Draft

		\$ 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	\$ 2,000	\$ 1,500	\$ 1,500	\$ 589	\$ 5,750	
NA	Capital Program Construction Contingency	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	
Totals		\$ 91,358	\$ 38,375	\$ 23,844	\$ 32,500	\$ 43,544	\$ 229,621	

Notes:

1. 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.
2. 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 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

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 1986 Measure B Capital Program Financial Plan May 2012 - Draft						
\$ 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	\$ 39,798	\$ 11,864	\$ 15,722		
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	\$ 38,375	\$ 23,844	\$ 32,500	\$ 43,544	\$ 138,263	\$ 138,263
9 1986 MB Administration (inc. Professional Services)	\$ 767	\$ 729	\$ 692	\$ 658	\$ 2,846	\$ 2,846
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)	\$ 88,142	\$ 48,573	\$ 38,192	\$ 44,202	\$ 219,109	\$ 219,109
13 Annual Excess/(Deficit)	\$ (87,114)	\$ (27,934)	\$ 3,858	\$ (15,662)		
14 Ending Cash Balance (Capital Account)	\$ 39,798	\$ 11,864	\$ 15,722	\$ 60		

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Attachment C1

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Commitment Summary May 2012 - Draft				
		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 (Note 1)	\$ 11,510	\$ 10,182	\$ 1,328
07B	San Pablo Avenue Corridor Transit Improvement Project (Note 1)	\$ 2,262	\$ 2,262	\$ -
07C	Telegraph Avenue Corridor Transit Project - Stage 2 (Note 1)	\$ 10,672	\$ 10,672	\$ -
08A	I-680 Express Lane - Southbound (Note 2)	\$ 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 3)	\$ 11,525	\$ 11,525	\$ -
13	Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ -
14A	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ -
14B	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ -
14C	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	\$ 7,843	\$ 7,843	\$ -
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432
16	Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ -

Attachment C1 (cont.)

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

May 2012 - Draft

		Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed (Un-Allocated) Balance (\$ x 1,000)
17A	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ -
17B	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	\$ 686	\$ 686	\$ -
18A	Westgate Parkway Extension (Wal-Mart to Williams Street)	\$ 7,918	\$ 7,918	\$ -
18B	Westgate Parkway Extension (Davis Street) (Note 6)	\$ 600	\$ 503	\$ 97
19	East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	\$ 3,218	\$ 1,030	\$ 2,188
20	Newark Local Streets	\$ 1,422	\$ 1,422	\$ -
21	I-238 Widening (Note 4)	\$ 81,022	\$ 81,022	\$ -
22	I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ -
23	Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 26,529	\$ -
24	Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ -
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289
26	I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 9,699	\$ 2,132
27	Emerging Projects	\$ -	\$ -	\$ -
27A	Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ -
27B	I-80 Integrated Corridor Mobility Project	\$ 2,800	\$ 2,800	\$ -
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 2,250	\$ 2,250	\$ -
27D	CWTP/TEP Development	\$ 50	\$ 50	\$ -
27E	Studies for Congested Segments/Locations on the CMP Network	\$ 3,651	\$ 3,651	\$ -
Totals				\$ 59,746
		\$ 756,469	\$ 696,723	\$ -

Attachment C2

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocations and Expended to Date

May 2012 - Draft

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q2 FY 11/12 (12/31/11) (\$ x 1,000)	Allocated Un-Expended Q3 FY 11/12 (\$ x 1,000)
01 ACE Capital Improvements	\$ 13,184	\$ 7,671	\$ 2,180	\$ 5,491
02 BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ 77,105	\$ 147,343
03 BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ 15,951	\$ 73,101
04 Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ 762	\$ 5,596
05 Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ 4,435	\$ -
06 Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ 12,495	\$ 66
07A Telegraph Avenue Corridor Transit Project (Note 1)	\$ 11,510	\$ 10,182	\$ 4,756	\$ 5,426
07B San Pablo Avenue Corridor Transit Improvement Project (Note 1)	\$ 2,262	\$ 2,262	\$ 2,262	\$ -
07C Telegraph Avenue Corridor Transit Project - Stage 2 (Note 1)	\$ 10,672	\$ 10,672	\$ 10,672	\$ -
08A I-680 Express Lane - Southbound (Note 2)	\$ 15,197	\$ 15,197	\$ 11,030	\$ 4,167
08B I-680 Express Lane - Northbound	\$ 20,000	\$ 5,500	\$ -	\$ 5,500
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ -	\$ -
10 I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ 2,158	\$ 5,943
11 I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ 1,335	\$ -
12 I-580 Interchange Improvements in Castro Valley (Note 3)	\$ 11,525	\$ 11,525	\$ 11,525	\$ -
13 Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ 8,108	\$ 4,996
14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ 1,788	\$ 712
14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ 198	\$ 2,488
14C I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	\$ 7,843	\$ 7,843	\$ 5,473	\$ 2,370
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 415	\$ 12,190
16 Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ 5,278	\$ -

Attachment C2 (cont.)

**Draft FY 2012/13 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Allocations and Expended to Date**

May 2012 - Draft

		Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q2 FY 11/12 (12/31/11) (\$ x 1,000)	Allocated Un-Expended Q3 FY 11/12 (\$ x 1,000)
17A	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ 578	\$ -
17B	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	\$ 686	\$ 686	\$ 86	\$ 600
18A	Westgate Parkway Extension (Wal-Mart to Williams Street)	\$ 7,918	\$ 7,918	\$ 7,918	\$ -
18B	Westgate Parkway Extension (Davis Street) (Note 6)	\$ 600	\$ 503	\$ -	\$ 503
19	East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	\$ 3,218	\$ 1,030	\$ 164	\$ 866
20	Newark Local Streets	\$ 1,422	\$ 1,422	\$ 1,422	\$ -
21	I-238 Widening (Note 4)	\$ 81,022	\$ 81,022	\$ 81,022	\$ -
22	I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ 715	\$ 518
23	Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 26,529	\$ 11,911	\$ 14,618
24	Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ 12,676	\$ 83,783
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 2,003	\$ 4,075
26	I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 9,699	\$ 6,601	\$ 3,098
27	Emerging Projects	\$ -	\$ -	\$ -	\$ -
27A	Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ 1,500	\$ -
27B	I-80 Integrated Corridor Mobility Project	\$ 2,800	\$ 2,800	\$ 1,111	\$ 1,689
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 2,250	\$ 2,250	\$ 750	\$ 1,500
27D	CWTP/TEP Development	\$ 50	\$ 50	\$ -	\$ 50
27E	Studies for Congested Segments/Locations on the CMP Network	\$ 3,651	\$ 3,651	\$ -	\$ 3,651
Totals		\$ 756,469	\$ 696,723	\$ 306,383	\$ 390,340

Attachment C3

**Draft FY 2012/13 Measure B Capital Program Strategic Plan Update
2000 Measure B Allocation Plan Schedule**

May 2012 - Draft

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

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Attachment C4

**Draft FY 2012/13 Measure B Capital Program Strategic Plan Update
2000 Measure B Allocation Plan Notes**

May 2012 - Draft

		\$ x 1,000				
		Total 2000 Measure B Commitment	Total Amount Allocated To Date	Remaining 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

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Financial Plan - Without Financing or Borrowing May 2012 - Draft													
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		
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		
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 D2

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Financial Plan - With Sample Financing and Borrowing Scenario													
May 2012 - Draft													
\$ 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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Attachment D3

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

May 2012 - Draft

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	\$ -	\$ 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

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

May 2012 - Draft

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							
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 D4

**Draft FY 2012/13 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Program Advances and Repayments**

May 2012 - Draft

		\$ x 1,000 in FY Shown									
	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	Totals
	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21		
Sources of Funds (Repayments of Advances/Loans)											
1	\$ 2,000										\$ 2,000
2			\$ 250	\$ 500	\$ 1,000	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250		\$ 8,500
3					\$ 37,030						\$ 37,030
4	\$ 2,000	\$ -	\$ 250	\$ 500	\$ 38,030	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250		\$ 47,530
Total Sources of Funds (Repayments)											

		\$ x 1,000 in FY Shown									
	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	Totals
	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21		
Uses of Funds (Expenditures for Advances)											
5	\$ 4,000	\$ 3,050									\$ 7,050
6		\$ 1,000	\$ 450								\$ 1,450
7	\$ 8,000	\$ -	\$ -	\$ -	\$ 29,030	\$ -	\$ -	\$ -	\$ -		\$ 37,030
8	\$ 12,000	\$ 4,050	\$ 450	\$ -	\$ 29,030	\$ -	\$ -	\$ -	\$ -		\$ 45,530
Total Uses of Funds (Expenditures)											

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Attachment D5

**Draft FY 2012/13 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Program Advances - 2012 STIP Exchange Project Detail Sheet**

May 2012 - Draft

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

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Memorandum

DATE: May 3, 2012

TO: Programs and Projects Committee

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

SUBJECT: **Approval of Final Cycle 3 Lifeline Transportation Program**

Recommendation

It is recommended the Commission approve the attached final program recommendation for the Cycle 3 Lifeline Transportation Program. ACTAC is scheduled to review this item on May 8th.

Summary

The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Alameda County. A total of \$9.6 million was made available through the discretionary portion of the Cycle 3 Lifeline Program. Eleven project applications were received, requesting a total of \$11,288,125. The applications were scored by a review team and staff has developed a final funding recommendation which is detailed in Attachment A.

Information

Lifeline projects are to reflect and advance the goals of MTC’s Lifeline program. Projects are to be derived from one of the five Alameda County Community-based Transportation Plans (CBTPs) or may apply findings from one or more of the CBTPs (or other eligible plan with focused outreach to low-income residents) to another low-income area. The evaluations of the project applications were based on the Commission-approved scoring criteria and weighting for the Cycle 3 Lifeline program as detailed in the below table:

Alameda CTC Approved Lifeline Cycle 3 Evaluation Criteria:	Weight
Project need/goals and objectives	30%
Project is a Community-Based Transportation Plan (CBTP) priority project. Priority projects from other local planning efforts will be considered on a case-by-case basis	10%
Implementation plan and project management capacity	10%
Project budget/sustainability	10%
Coordination and program outreach	5%
Cost-effectiveness and performance indicators	10%
Demand	10%
Matching funds above minimum required	5%
Project Readiness	10%
Total	100%

The Lifeline applications were evaluated by a review team which included a transit representative (from outside the Alameda County), an ACTAC member, Alameda CTC planning and programming staff, and representatives from MTC's Policy Advisory Council and Alameda County Public Health. The review team met in March to discuss the applications and an unconstrained draft program was developed. The draft program was reviewed by ACTAC and the Commission in April. The review team's scores were finalized in April and the final project rankings are reflected in the final program recommendation detailed in Attachment A. The final program has been constrained to the total amount available by fund source and the recommendation includes at least partial funding for all submitted projects. When assigning the level and type of funding, staff primarily considered project rank, but may have also included considerations for project status, level of funding for a usable segment (or time period of operations), eligibility by fund source and the total amount of funding requested.

When considering the two projects submitted for STP funding, Alameda County's Hathaway sidewalk project and AC Transit's San Leandro BRT Terminus improvements, the total amount of requested STP funding exceeded the amount available. Since decreased funding for either capital project would result in project delays, staff is recommending that the shortfall in AC Transit's Lifeline request for the BRT terminus be programmed from Measure B Express Bus grant funding (See Agenda Item 3C).

As noted in Attachment A, the total Lifeline program includes \$520,000 of previously-approved Cycle 3 Lifeline funding, which includes funds for updating the existing CBTPs and for Cycles of Change Neighborhood Bike Centers 2012 operations. Additionally, it's noted that MTC has limited the programming of STA funds to 95% of the total amount of STA in the fund estimate. If the remaining 5% (approximately 268,118) is made available in the future, it is recommended to be programmed to AC Transit's existing service preservation project, increasing the project's total amount of Lifeline Cycle 3 funding to \$4.923 million.

Next Steps

Resolutions of Local Support for the Lifeline Program (and STP funding, as applicable) are required for each project recommended for funding and are due to the Alameda CTC by the end of June 2012. Resolution templates can be downloaded from MTC's website:

Lifeline resolution: http://www.mtc.ca.gov/planning/lifeline/LTP3_LocalSupportReso.doc

STP/ CMAQ resolution: http://www.mtc.ca.gov/planning/lifeline/LTP3_LocalSupportReso.doc

Attachments

Attachment A: Cycle 3 Lifeline Transportation Program – Final Program Recommendation

Cycle 3 Lifeline Transportation Program - Proposed Final Program

Previously Approved Cycle 3 Programming:			Total Funding Available and Amount Approved (by fund source)					
Project Rank	Sponsor	Project/Program & Description	Project Type ²	Funding Request	STA ¹	JARC	STP	Total
NA	Alameda CTC	Update Community-Based Transportation Plans	4	\$ 475,000	\$ 5,094,237	\$ 2,177,386	\$ 2,130,539	\$ 9,402,162
NA	Cycles of Change	Neighborhood Bicycle Centers/ "Bike-go-Round" - 2012 Operations	2	\$ 45,000		\$ 45,000		\$ 45,000
Remaining Balance for Cycle 3 Discretionary Program: \$ 5,094,237 \$ 2,132,386 \$ 1,655,539 \$ 8,882,162								

Proposed Final Program for Cycle 3 Balance:			Funding Recommendation (by fund source)						
Project Rank	Sponsor	Project/Program	Description	Project Type ²	Funding Request	STA ¹	JARC	STP	Total Lifeline \$ Recommended
1	Oakland Public Library, City of Oakland ³	A Quicker, Safer Trip to the Library to Promote Literacy	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. On story time days, three to four classes and adults will visit the library by bus. Request is for 3 years of program operations.	1, 2	\$ 185,000	\$ 185,000			\$ 185,000
2	Cycles of Change	Neighborhood Bicycle Centers/ "Bike-go-Round"	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of operations which would provide training for 1,500 participants and distribute 600 bikes over a 3-year period.	2	\$ 360,000		\$ 360,000		\$ 360,000
3	AC Transit ^{4,5}	Preservation of Existing Services in Communities of Concern	The Lifeline funds will be utilized to restructure and/or continue service to several Key Communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for 3 years of service.	1	\$ 5,500,000	\$ 4,129,771	\$ 525,429		\$ 4,655,200
4	Alameda County Public Works	Hathway Avenue Transit Access Improvements	Cherryland is a low-income community with many transit-dependent residents. Residents are unable to take transit to jobs, because the lack of sidewalks limits access to AC Transit. The Hathway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathway Avenue between Rondale Court and Hayward City limits.	3	\$ 430,000		\$ 430,000		\$ 430,000
5	BART	BART Transbay Owl Express Bus Service	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. \$200K has been requested from Contra Costa County. This is a one-year pilot project.	1	\$ 297,800	\$ 297,800			\$ 297,800
6	City of Oakland	City of Oakland Broadway Shuttle	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th Street Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route travels on Broadway between Embarcadero and 27th Street between 7am-7pm Mon-Th, 7am-1am Fri, and 6pm-1am Sat. The Lifeline request is to expand weekday evening service past 7pm until 10pm Mon-Thurs, for a 3-year period.	1	\$ 1,063,380		\$ 723,000		\$ 723,000

Proposed Final Program for Cycle 3 Balance:						Funding Recommendation (by fund source)				
Project Rank	Sponsor	Project/Program	Description	Project Type ²	Funding Request	STA ¹	JARC	STP	Total Lifeline \$ Recommended	
7	LAVTA	WHEELS Route 14 Service Provision	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 3 years of service.	1	\$ 550,000	\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 366,000	
8	AC Transit	East Bay Bus Rapid Transit Terminus/SL BART Improvements	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 to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services.	3	\$ 1,546,513			\$ 1,225,539	\$ 1,225,539	
9	San Leandro Transportation Mgmt Organization	San Leandro "LINKS" Shuttle	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the San Leandro Transportation Management Organization (SLTMO) and the City of San Leandro. Request is for 3 years of service.	1	\$ 505,000		\$ 336,000		\$ 336,000	
10	City of Alameda Public Works	Estuary Crossing Shuttle Service Extension	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 15, 2013 to August 14, 2016. The project also would provide monies for multi-lingual outreach and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for 3 years of service.	1, 3	\$ 503,432		\$ 187,957		\$ 187,957	
11	Union City Transit, City of Union City	Operation Support for Route 2	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.	1	\$ 347,000	\$ 115,666			\$ 115,666	
Total Recommended						\$ 11,288,125	\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162
Lifeline Amount Available						\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162	
Amount Requested Over/Under Amount Available						\$ -	\$ -	\$ -	\$ -	

Notes:

1. This amount is 95% of the total STA target of \$5,362,355. Programming up to 95% per MTC direction.
2. 1 = Transit Operations; 2 = Program Operations; 3 = Capital; 4 = Other.
3. BART has agreed to be the FTA sponsor for the STA funds.
4. For the Cycle 3 Lifeline Program, funding requests are limited to a maximum of \$5 million per project.
5. The 5% STA balance, if available in the future, is recommended for AC Transit Preservation of Existing Service.



Memorandum

DATE: May 07, 2012

TO: Programs and Projects Committee

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

RE: Approval of Measure B Express Bus Grant Funds

Recommendations:

It is recommended that the Commission allocate \$700,000 of Express Bus Measure B Gap Funds (discretionary Measure B funds) to fund:

- AC Transit San Leandro BART Bus Rapid Transit (BRT) Improvements (\$321,000)
- LAVTA Express Bus Operations (\$379,000)
- ACTAC is scheduled to review this item on May 8th.

Summary:

Alameda County's 20-Year Measure B Transportation Expenditure Plan includes seven-tenths percent (0.7%) of net revenue funds collected to the Countywide Express Bus Service Fund. These funds are discretionary and can be programmed to eligible projects implemented by either Alameda-Contra Costa Transit District (AC Transit) or Livermore Amador Valley Transit Authority (LAVTA). These agencies have identified eligible projects for next fiscal year (FY) as follows:

- 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 to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. The project would include relocating the entrance on the north end of the station, widening the southerly exit, creating additional bus bays, and installing additional canopy shelters and bicycle and pedestrian facilities. The multi-modal project is to be jointly implemented with BART.
- LAVTA requests a grant fund extension to continue operations of three existing express bus routes (Routes 20X, 12V, and 70X). These routes run parallel to major, congested freeways and parallel arterials. Route 20X connects BART commuters to northeast employment centers; 12V provides rapid transit with limited stops from central and northwest Livermore to BART; and 70X is a vital regional connection between Walnut Creek, Pleasant Hill, and Dublin BART stations. Measure B funds will support only the Alameda County portion of Route 70X.

Total requested Measure B Express Bus Gap Funds for FY 12-13 is \$700,000. Proposed funding for both agencies is as follows:

- AC Transit anticipates the expansion of the transit center at the San Leandro BART to require \$1,547,000 in funds. Staff recommends \$1,226,000 of Lifeline funds (see agenda item 3A) and \$321,000 of Measure B Express Bus Gap Funds to meet this request.
- LAVTA has identified an annual operating budget of \$623,333 to fund all three express bus routes. Staff recommends programming \$379,000 of Measure B Express Bus Gap Funds, with LAVTA providing \$244,000 in matching funds to meet annual operating expenses in FY 12-13.

Background:

Express Bus Service is defined as either:

- Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone.
- Service that provides a simple route layout, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, signature identification of the rapid buses such as color-coded buses and stops and enhanced stations.

All projects must have countywide significance to be eligible for funding. In general, projects must serve residents from more than one specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of the transit connections that go beyond one planning area. Eligible project types must create, enhance, and expand Countywide Express Bus Service, convenience, and safety. The types of eligible projects include, but are not limited to:

- Enhancements to existing express bus services
- Capital expenses for express bus services
- Operating expenses for express bus services
- Marketing expenses to promote express bus services
- Education, enforcement, or promotion programs
- Pilot express bus projects
- Funding for express bus service to eliminate or prevent service cuts due to severe budget shortfalls

Fiscal Impacts:

The recommended action will allocate \$700,000 of FY 12-13 Express Bus Measure B Gap Funds to contribute \$321,000 to a capital project sponsored by AC Transit and provide an additional \$379,000 of funding to LAVTA for operations (A09-0036). The Express Bus Measure B Gap Fund (discretionary Measure B funds) has sufficient capacity.



Memorandum

DATE: May 2, 2012

TO: Programs and Projects Committee

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

SUBJECT: **Approval of a Coordination and Mobility Management Planning Pilot (CMMP) Volunteer Driver Program and Authorization to Negotiate and Execute a Contract**

Recommendation

It is recommended that the Committee:

- Approve a Coordination and Mobility Management Planning (CMMP) Pilot Volunteer Driver Program.
- Approve an allocation of \$100,000 of CMMP funds for the pilot Volunteer Driver Program.
- Authorize the executive director to negotiate and execute a contract for volunteer driver services.

Background

On April 28, 2011, the Commission approved \$500,000 of Measure B Gap funding for Coordination and Mobility Management Planning (CMMP) Pilot Programs. On September 26, 2011, Paratransit Advisory and Planning Committee (PAPCO) recommended that the Commission approve \$281,244 for three CMMP Pilots – Establishment of Uniform Taxi Policies for North County, Expansion of South County Taxi Program to Central County, and a Tri-City Mobility Management Project.

In spring 2011, the PAPCO (and staff indicated interest in implementing a volunteer driver program in North and/or Central County as a CMMP Pilot, due to the program's ability to fill mobility gaps for frail seniors requiring "door-through-door" transportation at a relatively low cost. Volunteer driver programs represent a component in the ideal "suite" of complementary programs envisioned for each region of the County. Measure B Gap Grant funding has helped establish two successful volunteer driver programs in Alameda County, both with nonprofit partners: In the Tri-City area, the City of Fremont works with Life Eldercare to provide VIP Rides. In the Tri-Valley, the City of Pleasanton works with Senior Support Program of the Tri-Valley.

Staff reached out to current partners but could not identify an appropriate nonprofit partner. In January 2012, Paratransit Coordination staff connected with Senior Helpline Services (SHS) through the Regional Mobility Management meetings. Paratransit Coordination staff worked with SHS to develop a new CMMP Pilot and provide input on SHS's proposed budget to fund this pilot program.

Senior Helpline Services (SHS), a 501(c) (3) nonprofit senior services agency, based in Lafayette, California and currently serving all communities in Contra Costa County, proposes a volunteer driver pilot program that would include two projects in Alameda County:

- Launch and operate a 12-month project offering free, one-on-one, door-through-door, escorted rides for ambulatory seniors (age 60 and older) residing in Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont, who are living at home and are unable to use other modes of transportation. These clients will be transported by screened, trained, volunteer drivers (ages 25 to 75). Trips will be primarily for medical care and basic necessities, like grocery shopping. All rides will be arranged through the SHS office in Lafayette, but volunteer driver training will occur in Alameda County.
- Work with Senior Support Program of the Tri-Valley (serving Pleasanton, Sunol, Dublin, Livermore, and unincorporated areas) to coordinate SHS volunteer driver resources with theirs, to increase capacity at both agencies and provide seamless rides to clients between eastern Alameda County and central Contra Costa County.

Existing staff in SHS offices in Lafayette will operate the Alameda County Volunteer Driver Pilot Program. The SHS Executive Director (SHS ED) will serve as the project director. The SHS ED will establish and maintain contacts with key stakeholders including Paratransit Technical Advisory Committee (TAC) members, other senior transportation providers, community members, the Area Agency on Aging, and local officials in the area to recruit and train volunteer drivers and provide outreach for clients.

Rides will be provided Monday through Saturday from 7 a.m. to 6 p.m. for seniors who cannot use other modes of transportation, such as transit or Americans with Disabilities Act-mandated paratransit, and need a volunteer driver to take them to and from providers of medical/surgical/psychiatric/chiropractic/ dental care, etc., and/or to stores for basic necessities like groceries and household items. If volunteer drivers are available, after these critically needed rides are covered, clients can request rides for other purposes.

Staff recommends that the Committee authorize the Alameda CTC executive director to negotiate and execute a contract for volunteer driver services not to exceed \$100,000.

Fiscal Impacts

The fiscal impact of this approval is \$100,000 from the approved CMMP program to fund the Volunteer Driver Pilot Program. The remaining CMMP program budget will be \$124,756.



Memorandum

DATE: May 07, 2012

TO: Programs and Projects Committee

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

SUBJECT: **Approval to Extend Paratransit Gap Grants for One Year**

Recommendation

It is recommended that the Committee:

- 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 (Discretionary Measure B Funds) to fund one year extensions of these 12 Gap Grants.
- Authorize the Executive Director to negotiate and execute agreements to extend the existing Gap Grants one year.

Background

Beginning in January 2012, the Paratransit Technical Advisory Committee (TAC) and Paratransit Advisory and Planning Committee (PAPCO) discussed criteria for Gap Grant extensions for fiscal year 2012-2013 (FY 12-13). In February 2012, TAC and PAPCO approved a proposal to extend eligible Gap Grants for a third time to provide continued service in FY 12-13. The reasoning was that these programs are providing valuable services to consumers throughout the County and depend on Gap funds to continue operating. It is hoped that a successful extension and augmentation of the existing transportation half-cent sales tax measure would provide new options for ongoing funding of some of these successful grants beginning in FY 13-14. An extension through FY 12-13 would bridge the gap until this potential new funding stream becomes available.

Proposed criteria for eligible grant extension are:

- Applicants must be one of the 13 extended grants from FY 11-12 and must demonstrate that the program continues to address closing gaps in services for seniors and people with disabilities.
- Applicants must submit cost of operation for one year.
- Programs should meet the following categories of priority:
 - Mobility management programs that directly increase consumer mobility, for example, travel training

- Trip provision, for example, shuttles that are cost effective, lessen the burden on base programs, and provide a same-day option as part of a spectrum of services; and volunteer driver programs that do the same
- Other programs that successfully fill an otherwise-unmet need
- Applicants must submit past performance data and targets for FY 12-13.
- Applicants must address a future sustainable funding plan with Alameda CTC.

On March 6, 2012 current grant recipients were invited to apply for an extension of their grant and, where appropriate, supplemental funding. Extension requests were due on April 2, 2012, and 11 organizations submitted requests totaling \$885,690 for 12 grants (see Attachment 1). On April 23, 2012, PAPCO recommended extension and supplemental funding for those grants.

Staff recommends that the Committee authorize the Executive Director to negotiate and execute agreements to extend existing gap grants one year for an amount not to exceed \$885,690.

Fiscal Impacts

The fiscal impact of this approval is \$885,690 of the FY 12-13 Special Transportation for Seniors and People with Disabilities Gap Funds to fund a one-year extension of the 12 grants. There is sufficient capacity in the Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds).

Attachments

Attachment A: Gap Grant Extension Requests

Gap Grant Extension Requests

Sponsor	Name of Grant	Eligible?	Other Funding Available?	Supplemental Amount Requested	Amount Received for 11/12
Center for Independent Living/ USOAC/ BORP	Mobility Matters! Travel Training	Y	New Freedom	\$81,365	\$92,855
City of Fremont/ACTIA	Travel Training	Y, already approved	New Freedom	\$0	\$0
City of Fremont	VIP Rides Program	Y		\$90,000	\$80,000
Senior Support Program of the Tri Valley	Volunteers Assisting Same Day Transportation and Escorts	Y		\$72,500	\$72,500
Bay Area Community Services	Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion	Y		\$90,000	\$90,000
City of Pleasanton	Downtown Route	Y		\$43,825	\$126,053
Alzheimer's Services of the East Bay	Driving Growth through Transportation Services for Individuals with Dementia	Y		\$140,000	\$140,000
BORP	North County Youth/Adults with Disabilities Group Trip Project	Y		\$130,000	\$120,000
City of Oakland	GRIP - Grocery Return Improvement Program	Y		\$70,000	\$0
City of Oakland - Dept of HR	TAXI UP & GO Project! Transportation for linguistically isolated seniors	Y		\$92,000	\$92,000
City of Fremont/ACTIA	South County Taxi Pilot Program	Y, already approved		\$0	\$125,000
City of Albany	Albany Senior Center Community Shuttle Bus	Y		\$11,000	\$0
City of Emeryville	94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities	Y		\$65,000	\$60,000
LAVTA	Paratransit Vehicle Donation Program and Dial a Ride Scholarship	Y		\$0	\$0
				\$885,690	\$998,408

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DATE: May 07, 2012
TO: Programs and Projects Committee
FROM: Matt Todd, Manager of Programming
SUBJECT: Review of Draft Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan

Recommendation

This is an information item. The Commission is requested to review and provide input to the Draft Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan. This item will be presented to the ACTAC on May8, 2012.

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.

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 Draft FY 2012/13 Strategic Plan Document (Attachment A).

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.

The FY 2012/13 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;

A final version of the FY 2012/13 VRF Strategic Plan will be presented to the Committees and Commission for approval at the June 2012 meeting.

Attachments

Attachment A: VRF Program Strategic Plan Material



ALAMEDA COUNTY TRANSPORTATION COMMISSION

VEHICLE REGISTRATION FEE

DRAFT FY 2012/13 STRATEGIC PLAN

DRAFT

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

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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) fro 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%)

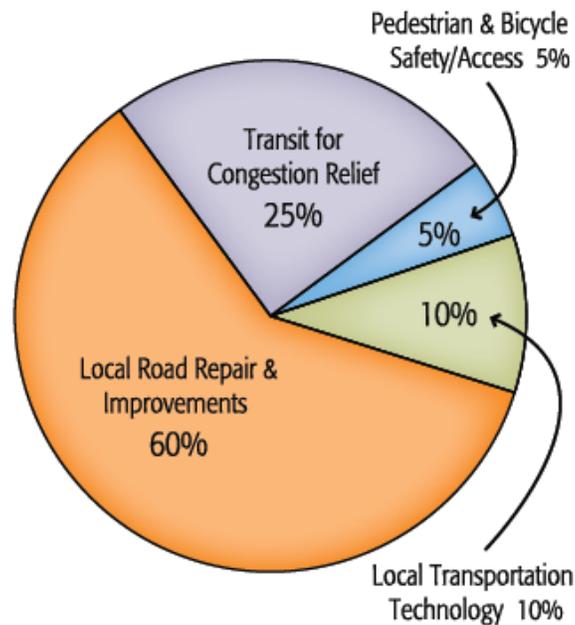
This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

- 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.

DRAFT

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 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: May 07, 2012
TO: Programs and Projects Committee
FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs
SUBJECT: Update on MTC One Bay Area Grant Program

Recommendation

This item is for information only. No action is requested. ACTAC is scheduled to review this item on May 8th.

Summary

This item provides an update on the proposed policies under development at MTC regarding allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds for next four fiscal years (2012/2013, 2013/2014, 2014/2015, 2015/2016), also known as the One Bay Area Grant (OBAG). MTC's proposed grant program includes funding objectives, funding distributions, policy outcomes and implementation issues, as further described below. The purpose of this memorandum is to provide an update on the most recent commentary to MTC on the OBAG grant program.

Discussion

The OBAG grant proposal is linked to the development of the Sustainable Communities Strategy (SCS) in the Bay Area. Per requirements of SB 375, an unfunded mandate, to reduce greenhouse gas emissions and to house the region's population by all income sectors, the OBAG proposal aims to provide flexible funding to support implementation of the SCS, which will primarily be implemented through focused growth in Priority Development Areas (PDAs), protection of Priority Conservation Areas (PCAs) and linking transportation investments with these land uses. Significant regional work has been underway in developing the region's first SCS, which is scheduled to be adopted in April 2013 along with the Regional Transportation Plan (RTP) for a planning and funding horizon through 2040.

As planning progressed on the SCS, MTC developed the OBAG framework to financially support and reward jurisdictions that help in fulfilling the state's mandates as well as many of the additional targets established in the region for the SCS. The OBAG program has been under development since summer of 2011 and there have been several versions released for review to the CMAs and the public; each revision has tried to be responsive to issues and concerns raised throughout the region.

Each iteration of the OBAG grant has included significant policy, financial and inventory requirements that have a strong focus on supporting a Sustainable Communities Strategy (linking

transportation and housing), which the region has been working toward in the current Plan Bay Area update of the RTP and development of the SCS over the past 18 months.

Alameda CTC has generally been supportive of the OBAG grant and its proposed policy direction during its development and understands its relationship to advancing the SCS. At the same time, the SCS has not yet been adopted and the region is working on a funding framework of the T-2035 plan.

Current Funding Framework is T-2035

The Cycle 2 STP/CMAQ funds will be allocated at a time when investment goals should follow the adopted T-2035 Regional Transportation Plan. The T-2035 Investment goals focus on the following:

- State of Good Repair (Fix it First)
- Climate Protection (Climate Initiative programs)
- System Performance (Freeway Performance Initiative)
- Highway Pricing (HOT lanes)
- Equitable Access
- Bike and Pedestrian
- Focused Growth (PDAs in the form of TLC grants)

The funding formula in Cycle 1 used population/road miles/Pavement Condition Index/funding shortfall to meet PCI state of good repair.

While many of the OBAG policies are supportive of T-2035 investments, many of them are more focused on the 2013 SCS/RTP under development and the proposed OBAG funding formula focuses on housing for the plans under development, not the adopted T-2035 plan. The proposed OBAG funding formula uses 50% population and 50% housing (25% RHNA: 12.5% low income housing units, 12.5% total housing; and 25% actual production: 12.5% actual low income production, and 12.5% total housing production). There is no transportation element in the proposed OBAG funding formula.

Substantial Changes to OBAG Released on April 4, 2012

The OBAG program has had many iterations and is anticipated to be adopted in May 2012.

The April 4th release of the OBAG program had significant changes from previous versions that would entail significant amounts of work in very short periods of time from both CMAs and local jurisdictions. Some of the major program changes that affect Alameda CTC are below (*italics indicate the effect on CMAs and local jurisdictions*):

- Extend Cycle 2 to four years and increase overall funding amount by \$71 million, for a total OBAG program of \$320 million. *While this increases overall funding, the annual average funding amounts to Alameda CTC are reduced by this proposal.*
- Allow flexibility for projects that are PDA – serving, not solely located within PDAs. *This requires CMAs to map projects that are PDA - serving and to provide policy justifications as to why the funding has not been spent directly in a PDA, which must be done through a public process.*
- Expand the PCA eligibility to all counties with priority for North Bay counties. *This allows all areas to compete for PCA funding; however North Counties will have highest priority.*

- Require a PDA Growth Strategy that addresses affordable housing production and preservation. *This requires substantial inventory requirements, including of affordable housing policies, strategies, zoning and ordinances, as well as assessments of future housing needs; development of community and agency stakeholder involvement processes; participation on a technical advisory committee; consideration of non-transportation projects in funding decisions. Development of the PDA Growth Strategy must be completed by October 2012. Several of the requirements included in the PDA Growth Strategy are beyond the roles of Congestion Management Agencies and are more appropriate to be developed and managed by ABAG.*
- Require Complete Streets Ordinances. *This requires that all jurisdictions adopt ordinances by October 1, 2012, or already have a general plan that meets that complies with the Complete Streets Act of 2008.*

OBAG Comments and Issues

The Alameda CTC has supported the OBAG program during its development and has submitted suggestions for its implementation that would allow a transition period into the new SCS/RTP. However, the April 4th version includes very significant changes in policy and ramifications to local development, businesses, planning and funding efforts, that there are overarching issues with regard to the new program requirements that should be addressed to:

- ***Allow jurisdictions to learn and develop local policies to support the OBAG requirements***
 - For example, MTC could work with CMAs to develop effective policies that ultimately will result in more achievement of the goals intended by the OBAG grant. Currently, the timeframe required for development of certain components (PDA Growth Strategy and Complete Streets ordinances by October 2012) is unrealistic and would result in ineffective policy development and implementation. Significant changes were introduced in the April 4th release of the OBAG program, which have not been vetted in collaboration with the CMAs.
- ***Share the development practices in the region to ensure that quality policies and guidelines are established that will ultimately support the Plan Bay Area goals and result in effective investments***
 - The next year could serve as a collaborative development time for jurisdictions to share ideas, methods, programs, guidelines and policies so that collective efforts could ultimately result in potentially more uniform implementation, development of best practices and reduce duplicative work, especially in a time of limited staffing resources for many jurisdictions.
- ***Create good policy and solid implementation procedures that will result in good projects and programs***
 - Counties and cities will be required to allocate and apply for OBAG funding which will require calls for projects, criteria, evaluation, selection and Board/Commission approvals. Allow time for this development to ensure that the policies and evaluation criteria are consistent with the goals of the region.

Alameda CTC, along with other congestion management agencies, has submitted similar comments to those noted above to MTC.

Fiscal Impact

None at this time.

Attachments:

- A: MTC OneBayArea Grant Proposal, Released April 4, 2012
- B: MTC's Proposed OneBayArea Grant Complete Streets Ordinance Guidance
- C: CMA submission of comments to MTC on OBAG (under separate cover)



TO: Policy Advisory Council

DATE: April 4, 2012

FR: Alix Bockelman, Director Programming and Allocations

RE: Update on Proposed OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Background

Staff presented the initial OneBayArea Grant (OBAG) proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. On January 13, 2012 staff recommended revisions to the OBAG proposal to the Joint Committee addressing comment letters and other concerns expressed by stakeholders, transportation agencies and local jurisdictions at various meetings (Bay Area Partnership working groups; Policy Advisory Council; ABAG Executive Board; ABAG Planning Committee; Regional Advisory Working Group, Regional Bicycle Working Group; and Plan Bay Area workshops). Committee memoranda and comment letters received to date can be viewed on the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>.

Additional OBAG Policy Program Revisions

At their January meeting, the Joint Planning / ABAG Administrative Committee members were generally supportive of the staff recommended revisions to the OBAG grant program and requested more clarity and adjustments which are outlined below as additional staff recommended revisions. Staff is also recommending to add one year to the OBAG funding cycle to address regional delivery, as described in item #1 below.

1. Add a Fourth Year of Funding to Cycle 2: Project sponsors and MTC staff are experiencing delivery challenges because of insufficient lead time for projects to go through the federal aid process. Sponsors need a minimum of 36 months, and ideally 48 months from the time of program adoption to proceed through the federal-aid process and deliver the projects especially for less traditional projects such as the Climate Initiatives and Safe Routes to School (SR2S) projects.

Recommended Revision: To ensure the region does not lose federal funds due to extended delivery timelines, staff is recommending adding a fourth year of funding to Cycle 2 / OBAG funding which allows the region to better manage the use of federal funds. This adds approximately \$70 million in funding that would go to CMAs for project selection. Funding to the regional programs also increases proportionately. Attachment 1 lays out the proposed new funding levels.

2. Increase Priority Development Area Flexibility: Staff had recommended that a project outside of a priority development area (PDA) count towards the required PDA minimum expenditure if it directly connects to or provides proximate access to a PDA. Further definition was requested.

Recommended revision: Rather than establishing a regional definition of “proximate access”, staff recommends that the CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. CMAs would need to map projects and designate

which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum threshold requirements. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle. MTC staff has prepared illustrative examples of projects that may count toward the PDA minimum based on direct connection or proximate access (see Attachment 2).

3. North Bay Priority Conservation Areas Pilot Program: There were requests to allow other counties to participate in the pilot outside of the four North Bay counties and an extensive discussion about which priority conservation area components (i.e. farm to market transportation projects versus open space acquisition / access) should be eligible given the limited funds in this program.

Recommended revision: Implement this program as a regionally competitive program with first priority going to the North Bay counties of Marin, Napa, Solano, and Sonoma. Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could grow the program budget and open up consideration of projects outside of the North Bay counties. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Marin to involve tribes in PCA planning and project delivery.

4. Affordable Housing Production and Preservation: Concerns were expressed that the proposed OBAG fund distribution at the county level does not explicitly recognize an individual jurisdiction's performance in producing affordable housing. Further, MTC was asked to consider specific requirements for local jurisdictions to adopt policies to encourage affordable housing production and preservation.

Recommended revision: MTC will expect CMAs to distribute funds at the county level in a way that balances a variety of objectives, including low-income housing production. The following three measures are intended to support CMA decisions related to low-income housing production and protection of affordable housing.

a) In order to facilitate a discussion among the constituent jurisdictions within a county as part of the project selection process, MTC is publishing data for each county, showing each jurisdiction's contribution to the county's fund distribution based on a formula which includes low-income housing factors (See Attachment 3). For future cycles, staff recommends that housing production data be revised to incorporate the most up-to-date jurisdiction information.

b) CMAs would be required to develop and approve a PDA Growth Strategy that addresses affordable housing strategies (see Attachment 4). The PDA Growth Strategy will be due to MTC and ABAG by October 2012. By that date, CMAs will have completed an inventory of affordable housing policies currently enacted by each local jurisdiction. By October 2013, CMAs would work with their respective jurisdictions to formulate affordable housing strategies and identify which, if any, policies/ordinances are recommended to promote and preserve affordable housing in PDAs. To support the CMAs and local

jurisdictions in these efforts, MTC and ABAG will coordinate with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011. Based on this information and recommendations in the PDA growth strategy, MTC would consider linking the release of future cycle funding (subsequent to FY 2015-16) on local progress to enact locally developed affordable housing policies. MTC expects the share of funding attributable to affordable housing production to increase in future cycles.

c) MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production, and preservation in funding agreements with grantees.

5. Performance and Accountability: Staff had recommended streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements as a condition for receiving OBAG funds. The two requirements due by July 1, 2013 are the Complete Streets Act of 2008 compliant general plan circulation element and a 2007-14 RHNA compliant general plan housing element approved by the California Department of Housing and Community Development (HCD). Some of the committee members reported that the time and resources involved for a general plan amendment made the Complete Streets Act deadline in many cases impractical; and others believed that HCD approval process in some cases can be very unpredictable.

Recommended revision: The following provides additional flexibility to jurisdictions to meet these requirements:

a) To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets ordinance no later than October 1, 2012. A jurisdiction can also meet this requirement by already having a general plan that complies with the Complete Streets Act of 2008 or by its adoption by the October 1, 2012 deadline. Staff will provide minimum requirements based on best practices for the ordinances.

b) A jurisdiction is required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. If a jurisdiction submits its housing element to HCD on a timely basis but is facing obstacles in the HCD review process, a waiver may be given by the Joint MTC Planning/ABAG Administrative Committee based on a consideration of the circumstances involved.

6. Lessons Learned: MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:

- Mix of project types selected;
- Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
- Complete streets elements that were funded;
- Adherence to the performance and accountability requirements; and
- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
- Public participation process

The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning/ABAG Administrative Committee in November or December 2012.

7. Safe Routes to School Regional Program: The committee discussed whether the funding for the MTC Safe Routes to School Program (SR2S) should be increased from \$10 million to \$17 million. In Cycle 1, \$15 million was made available to the counties by formula for a three-year period and \$2 million was directed to a regionally competitive Creative Grant Program.

Recommended revision: Staff recommends that the Regional Safe Routes to School Program be funded at \$5 million annually for the four-year period consistent with Cycle 1 but that the regionally competitive program be discontinued. In addition CMAs may choose to provide additional funds to the SR2S program through county OBAG investments.

8. Pavement Technical Assistance Program: The Local Streets and Roads Working Group requested additional funding to continue to carry out the Pavement Technical Assistance Program (PTAP).

Recommended revision: Staff recommends increasing the PTAP program funding level by \$4 million to a revised total of \$7 million. This funding level allows for the reinspection of the majority of each jurisdiction's local street and road network every other year which will result in updated asset management data needed to complete regional condition summaries and needs analyses for planning and programming purposes. In response to Tribal Consultation for Plan Bay Area, staff recommends that PTAP also be made available to assist tribes in conducting road condition inventories on tribal lands within the Bay Area.

Next Steps

The staff proposal has relied to date, on the current 2007-14 Regional Housing Needs Allocations (RHNA) for the proposed OBAG fund distribution. We intend to use the new RHNA 2014-2022 that will be available in May. Staff will revise the county level funding distribution, as appropriate, based on the new RHNA figures. In July, ABAG will finish its consideration of new PDA designation applications, and MTC staff will provide final PDA definitions and maps at that time.

After further discussions with stakeholders and working group committees, staff will prepare Final Cycle 2/OBAG Programming Policies for presentation to the Joint MTC Planning Committee/ABAG Administrative Committee in May and referral to the Commission for final approval. If approved, staff will start working on OBAG Program implementation in June.

Attachment 1

OneBayArea

Proposal

New Act Cycle 2 Program

April 2012

Cycle 2 Funding Commitments

Program Categories (millions \$ - rounded)		4-Year Total	January 2012 Proposal *	Augmentation	4-Year Total
Regional Program					
1	Regional Planning Activities	\$7	\$5	\$2	\$7
2	Regional Operations	\$105	\$74	\$31	\$105
3	Freeway Performance Initiative (FPI)	\$96	\$66	\$31	\$96
4	Pavement Technical Assistance Program (PTAP)	\$7	\$3	\$4	\$7
5	Priority Development Area (PDA) Plans	\$30	\$25	\$5	\$30
6	Climate Initiatives	\$20	\$10	\$10	\$20
7	Safe Routes To School (SR2S)	\$20	\$10	\$10	\$20
8	Transit Capital Rehabilitation	\$150	\$125	\$25	\$150
9	Transit Performance Initiative (TPI)	\$30	\$30		\$30
10	Priority Conservation Area (PCA)	\$5	\$5		\$5
Regional Program Total: **		\$470	\$353	\$117	\$470
					60%

* Without Lifeline and transit payback which have been advanced and funded in Cycle 1

County Program		4-Year Total	January 2012 Proposal	Augmentation	4-Year Total
One Bay Area Grant (OBAG)					
1	Alameda	\$61			
2	Contra Costa	\$46			
3	Marin	\$10			
4	Napa	\$7			
5	San Francisco	\$38			
6	San Mateo	\$25			
7	Santa Clara	\$84			
8	Solano	\$20			
9	Sonoma	\$24			
OBAG Total: **		\$320	\$250	\$70	\$320
					40%

Cycle 2 Total Total: **	\$790	\$604	\$186	\$790
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** Amounts may not total due to rounding

Attachment 2: Examples of Projects That Provide Proximate Access to a Priority Development Area

For illustration purposes, below are examples of projects outside of PDAs which may count towards OBAG minimum expenditures in PDAs, by providing proximate access to a PDA. The intention of these examples is to provide general guidance to CMAs in their discussions with their board, stakeholders, and the public about how to apply this definition.

Project Type	Eligible Examples
Road Rehabilitation Program	<ul style="list-style-type: none"> • A continuous street rehabilitation project that directly connects to a PDA. A road project in the geographic vicinity of a PDA which leads to a PDA. (Ygnacio Valley Road within Walnut Creek both inside and outside of the PDA)
Bicycle / Pedestrian Program	<ul style="list-style-type: none"> • A bicycle lane / facility that is integral to a planned bicycle network (i.e. gap closures) that leads to a PDA (Alto Tunnel in Mill Valley). • A bicycle / pedestrian project that directly connects to a PDA; or in the geographic vicinity of a PDA that leads to a PDA. (Entire Embarcadero Rd Bicycle Lanes alignment in the City of Palo Alto which crosses over the El Camino Real PDA. Georgia Street Corridor Bicycle Improvements in Vallejo, small portion in PDA)
Safe Routes to Schools	<ul style="list-style-type: none"> • A project outside of a PDA that encourages students that reside in a PDA to walk, bike, or carpool to school. (District wide outreach and safety programs)
County TLC Program	<ul style="list-style-type: none"> • For enhancement / streetscape elements, the following projects may be supportive of PDAs although outside of their limits: <ul style="list-style-type: none"> ○ PDA corridor gap closure (El Camino Real segments between PDAs in Sunnyvale and Santa Clara) ○ PDA connection to a nearby significant transit node (North Berkeley BART station to University Avenue PDA)

Attachment 3: OBAG Formula Factors and Distribution Within County
April 2012

County	Population		2007-2011 RHNA				1999-2006 Housing Production			
	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share
ALAMEDA COUNTY										
Alameda	73,812	4.9%	811	4.6%	2,046	4.6%	336	6.7%	952	3.0%
Albany	18,539	1.2%	107	0.6%	276	0.6%	15	0.3%	160	0.5%
Berkeley	112,580	7.5%	752	4.3%	2,431	5.4%	496	9.9%	1,269	4.0%
Dublin	46,036	3.0%	1,753	9.9%	3,330	7.4%	506	10.1%	3,832	12.2%
Emeryville	10,080	0.7%	360	2.0%	1,137	2.5%	187	3.7%	777	2.5%
Fremont	214,089	14.2%	2,235	12.7%	4,380	9.7%	503	10.0%	2,971	9.5%
Hayward	144,186	9.5%	1,251	7.1%	3,393	7.6%	57	1.1%	2,602	8.3%
Livermore	80,968	5.4%	1,698	9.6%	3,394	7.6%	461	9.2%	3,746	11.9%
Newark	42,573	2.8%	417	2.4%	863	1.9%	0	0.0%	314	1.0%
Oakland	390,724	25.9%	3,998	22.7%	14,629	32.6%	1,300	25.8%	7,733	24.7%
Piedmont	10,667	0.7%	23	0.1%	40	0.1%	0	0.0%	9	0.0%
Pleasanton	70,285	4.7%	1,804	10.2%	3,277	7.3%	530	10.5%	2,391	7.6%
San Leandro	84,950	5.6%	596	3.4%	1,630	3.6%	108	2.1%	870	2.8%
Union City	69,516	4.6%	952	5.4%	1,944	4.3%	232	4.6%	1,852	5.9%
Alameda County Unincorporated	141,266	9.4%	876	5.0%	2,167	4.8%	303	6.0%	1,878	6.0%
ALAMEDA TOTAL:	1,510,271	100.0%	17,633	100.0%	44,937	100.0%	5,034	100.0%	31,356	100.0%
CONTRA COSTA COUNTY										
Antioch	102,372	9.8%	855	7.9%	2,282	8.4%	838	13.2%	4,459	13.8%
Brentwood	51,481	4.9%	1,152	10.6%	2,705	10.0%	614	9.7%	4,073	12.6%
Clayton	10,897	1.0%	84	0.8%	151	0.6%	84	1.3%	219	0.7%
Concord	122,067	11.6%	1,065	9.8%	3,043	11.2%	286	4.5%	2,319	7.2%
Danville	42,039	4.0%	326	3.0%	583	2.2%	141	2.2%	721	2.2%
El Cerrito	23,549	2.2%	152	1.4%	431	1.6%	5	0.1%	185	0.6%
Hercules	24,060	2.3%	217	2.0%	453	1.7%	164	2.6%	792	2.5%
Lafayette	23,893	2.3%	190	1.8%	361	1.3%	17	0.3%	194	0.6%
Martinez	35,824	3.4%	427	3.9%	1,060	3.9%	0	0.0%	424	1.3%
Moraga	16,016	1.5%	120	1.1%	234	0.9%	21	0.3%	86	0.3%
Oakley	35,432	3.4%	339	3.1%	775	2.9%	461	7.3%	1,208	3.7%
Orinda	17,643	1.7%	118	1.1%	218	0.8%	0	0.0%	157	0.5%
Pinole	18,390	1.8%	132	1.2%	323	1.2%	40	0.6%	172	0.5%
Pittsburg	63,264	6.0%	545	5.0%	1,772	6.5%	628	9.9%	2,513	7.8%
Pleasant Hill	33,152	3.2%	265	2.4%	628	2.3%	164	2.6%	714	2.2%
Richmond	103,701	9.9%	730	6.7%	2,826	10.4%	1,293	20.4%	2,229	6.9%
San Pablo	29,139	2.8%	60	0.6%	298	1.1%	284	4.5%	494	1.5%
San Ramon	72,148	6.9%	1,889	17.4%	3,463	12.8%	564	8.9%	4,447	13.8%
Walnut Creek	64,173	6.1%	758	7.0%	1,958	7.2%	179	2.8%	1,477	4.6%
Contra Costa County Unincorporated	159,785	15.2%	1,413	13.0%	3,508	13.0%	549	8.7%	5,436	16.8%
CONTRA COSTA TOTAL:	1,049,025	100.0%	10,837	100.0%	27,072	100.0%	6,332	100.0%	32,319	100.0%
MARIN COUNTY										
Belvedere	2,068	0.8%	9	0.5%	17	0.3%	0	0.0%	9	0.2%
Corte Madera	9,253	3.7%	104	5.6%	244	5.0%	0	0.0%	99	2.0%
Fairfax	7,441	2.9%	35	1.9%	108	2.2%	0	0.0%	18	0.4%
Larkspur	11,926	4.7%	145	7.9%	382	7.8%	13	1.0%	53	1.1%
Mill Valley	13,903	5.5%	128	6.9%	292	6.0%	97	7.6%	170	3.4%
Novato	51,904	20.6%	446	24.1%	1,241	25.4%	824	64.4%	2,582	52.2%
Ross	2,415	1.0%	14	0.8%	27	0.6%	0	0.0%	21	0.4%
San Anselmo	12,336	4.9%	45	2.4%	113	2.3%	0	0.0%	70	1.4%
San Rafael	57,713	22.9%	469	25.4%	1,403	28.7%	112	8.8%	1,184	23.9%
Sausalito	7,061	2.8%	75	4.1%	165	3.4%	22	1.7%	73	1.5%
Tiburon	8,962	3.6%	57	3.1%	117	2.4%	7	0.5%	151	3.0%
Marin County Unincorporated	67,427	26.7%	320	17.3%	773	15.8%	204	15.9%	521	10.5%
MARIN TOTAL:	252,409	100.0%	1,847	100.0%	4,882	100.0%	1,279	100.0%	4,951	100.0%
NAPA COUNTY										
American Canyon	19,454	14.3%	285	19.6%	728	19.6%	174	21.3%	1,323	31.3%
Calistoga	5,155	3.8%	28	1.9%	94	2.5%	18	2.2%	78	1.8%
Napa	76,915	56.4%	761	52.4%	2,024	54.6%	528	64.6%	2,397	56.6%
St. Helena	5,814	4.3%	51	3.5%	121	3.3%	20	2.4%	124	2.9%
Yountville	2,933	2.1%	31	2.1%	87	2.3%	2	0.2%	67	1.6%
Napa County Unincorporated	26,213	19.2%	297	20.4%	651	17.6%	75	9.2%	244	5.8%
NAPA TOTAL:	136,484	100.0%	1,453	100.0%	3,705	100.0%	817	100.0%	4,233	100.0%
SAN FRANCISCO COUNTY										
SAN FRANCISCO TOTAL:	805,235	100.0%	12,124	100.0%	31,193	100.0%	5,304	100.0%	17,439	100.0%

Attachment 3: OBAG Formula Factors and Distribution Within County
April 2012

County	Population		2007-2011 RHNA				1999-2006 Housing Production			
	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share
SAN MATEO COUNTY										
Atherton	6,914	1.0%	33	0.5%	83	0.5%	0	0.0%	5	0.1%
Belmont	25,835	3.6%	156	2.5%	399	2.5%	44	3.0%	317	3.4%
Brisbane	4,282	0.6%	157	2.5%	401	2.5%	8	0.5%	108	1.2%
Burlingame	28,806	4.0%	255	4.1%	650	4.1%	0	0.0%	104	1.1%
Colma	1,792	0.2%	26	0.4%	65	0.4%	73	5.0%	74	0.8%
Daly City	101,123	14.1%	473	7.7%	1,207	7.7%	33	2.2%	416	4.5%
East Palo Alto	28,155	3.9%	247	4.0%	630	4.0%	212	14.4%	719	7.7%
Foster City	30,567	4.3%	191	3.1%	486	3.1%	88	6.0%	533	5.7%
Half Moon Bay	11,324	1.6%	108	1.8%	276	1.8%	106	7.2%	356	3.8%
Hillsborough	10,825	1.5%	34	0.6%	86	0.5%	15	1.0%	84	0.9%
Menlo Park	32,026	4.5%	389	6.3%	993	6.3%	0	0.0%	215	2.3%
Millbrae	21,532	3.0%	177	2.9%	452	2.9%	0	0.0%	262	2.8%
Pacifica	37,234	5.2%	108	1.8%	275	1.7%	10	0.7%	179	1.9%
Portola Valley	4,353	0.6%	29	0.5%	74	0.5%	15	1.0%	61	0.7%
Redwood City	76,815	10.7%	726	11.8%	1,856	11.8%	106	7.2%	465	5.0%
San Bruno	41,114	5.7%	382	6.2%	973	6.2%	325	22.1%	378	4.1%
San Carlos	28,406	4.0%	235	3.8%	599	3.8%	0	0.0%	208	2.2%
San Mateo	97,207	13.5%	1,195	19.4%	3,051	19.4%	210	14.3%	1,771	19.1%
South San Francisco	63,632	8.9%	641	10.4%	1,635	10.4%	192	13.1%	1,310	14.1%
Woodside	5,287	0.7%	17	0.3%	41	0.3%	0	0.0%	41	0.4%
San Mateo County Unincorporated	61,222	8.5%	590	9.6%	1,506	9.6%	31	2.1%	1,680	18.1%
SAN MATEO TOTAL:	718,451	100.0%	6,169	100.0%	15,738	100.0%	1,468	100.0%	9,286	100.0%
SANTA CLARA COUNTY										
Campbell	39,349	2.2%	321	1.4%	892	1.5%	37	0.3%	617	1.3%
Cupertino	58,302	3.3%	570	2.4%	1,170	1.9%	48	0.4%	1,339	2.7%
Gilroy	48,821	2.7%	536	2.3%	1,615	2.7%	516	4.2%	2,577	5.3%
Los Altos	28,976	1.6%	164	0.7%	317	0.5%	40	0.3%	261	0.5%
Los Altos Hills	7,922	0.4%	46	0.2%	81	0.1%	32	0.3%	83	0.2%
Los Gatos	29,413	1.7%	254	1.1%	562	0.9%	86	0.7%	402	0.8%
Milpitas	66,790	3.7%	1,110	4.7%	2,487	4.1%	701	5.7%	3,318	6.8%
Monte Sereno	3,341	0.2%	22	0.1%	41	0.1%	19	0.2%	76	0.2%
Morgan Hill	37,882	2.1%	566	2.4%	1,312	2.2%	556	4.6%	2,335	4.8%
Mountain View	74,066	4.2%	959	4.1%	2,599	4.3%	123	1.0%	1,484	3.0%
Palo Alto	64,403	3.6%	1,233	5.3%	2,860	4.7%	344	2.8%	1,397	2.9%
San Jose	945,942	53.1%	13,073	55.8%	34,721	57.5%	8,301	67.9%	26,114	53.4%
Santa Clara	116,468	6.5%	2,207	9.4%	5,873	9.7%	758	6.2%	4,763	9.7%
Saratoga	29,926	1.7%	158	0.7%	292	0.5%	61	0.5%	539	1.1%
Sunnyvale	140,081	7.9%	1,781	7.6%	4,426	7.3%	112	0.9%	2,167	4.4%
Santa Clara County Unincorporated	89,960	5.0%	445	1.9%	1,090	1.8%	483	4.0%	1,421	2.9%
SANTA CLARA TOTAL:	1,781,642	100.0%	23,445	100.0%	60,338	100.0%	12,217	100.0%	48,893	100.0%
SOLANO COUNTY										
Benicia	26,997	6.5%	246	4.9%	532	4.1%	182	9.3%	413	2.7%
Dixon	18,351	4.4%	295	5.9%	728	5.6%	0	0.0%	1,017	6.6%
Fairfield	105,321	25.5%	1,435	28.5%	3,796	29.2%	249	12.8%	3,812	24.7%
Rio Vista	7,360	1.8%	389	7.7%	1,219	9.4%	39	2.0%	1,391	9.0%
Suisun City	28,111	6.8%	282	5.6%	610	4.7%	80	4.1%	1,004	6.5%
Vacaville	92,428	22.4%	1,222	24.3%	2,901	22.3%	778	39.9%	4,406	28.5%
Vallejo	115,942	28.0%	1,123	22.3%	3,100	23.9%	553	28.3%	2,965	19.2%
Solano County Unincorporated	18,834	4.6%	42	0.8%	99	0.8%	71	3.6%	427	2.8%
SOLANO TOTAL:	413,344	100.0%	5,034	100.0%	12,985	100.0%	1,952	100.0%	15,435	100.0%
SONOMA COUNTY										
Cloverdale	8,618	1.8%	132	2.4%	417	3.1%	163	3.2%	423	2.3%
Cotati	7,265	1.5%	103	1.9%	257	1.9%	114	2.2%	520	2.9%
Healdsburg	11,254	2.3%	119	2.2%	331	2.4%	188	3.7%	516	2.8%
Petaluma	57,941	12.0%	874	16.2%	1,945	14.2%	451	8.8%	1,144	6.3%
Rohnert Park	40,971	8.5%	602	11.2%	1,554	11.4%	760	14.9%	2,124	11.7%
Santa Rosa	167,815	34.7%	2,516	46.6%	6,534	47.9%	1,929	37.7%	7,654	42.0%
Sebastopol	7,379	1.5%	60	1.1%	176	1.3%	5	0.1%	121	0.7%
Sonoma	10,648	2.2%	128	2.4%	353	2.6%	179	3.5%	684	3.8%
Windsor	26,801	5.5%	328	6.1%	719	5.3%	332	6.5%	1,881	10.3%
Sonoma County Unincorporated	145,186	30.0%	536	9.9%	1,364	10.0%	989	19.4%	3,142	17.3%
SONOMA TOTAL:	483,878	100.0%	5,398	100.0%	13,650	100.0%	5,110	100.0%	18,209	100.0%
Bay Area Total	7,150,739	100.0%	83,940	100.0%	214,500	100.0%	39,513	100.0%	182,121	100.0%

Attachment 4

PDA Growth Strategy

The purpose of a PDA Growth Strategy is to ensure that each CMA's transportation investments will support and encourage development in the region's PDAs. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. CMAs should incorporate necessary planning, infrastructure and funding for PDAs, as described below:

(1) **Engagement with Local Jurisdictions** – CMAs are to develop a process to regularly engage local planners, public works staff and encourage community participation throughout the planning process and in determining implementation priorities.

(2) **Planning** - Review existing plans and participate in new planning work¹

- Review adopted land use plans - Specific, precise, or community plans for PDAs (or general plans with adopted transit-supportive zoning), particularly those with programmatic EIRs, contain details about circulation and access, pedestrian guidelines, parking and other development-related standards that can help to determine appropriate investments. These plans have undergone significant community involvement and have been adopted by Planning Commissions & City Councils.
- Take an inventory of transportation, infrastructure and implementation sections in land use plans for jurisdiction priorities and cost estimates for transportation infrastructure projects that serve or provide proximate access to PDAs. These may include streetscapes, bike, pedestrian, transit and road improvements, transit station improvements, connectivity projects and transportation demand management projects, including parking structures. For any TOD parking structure project, it is strongly recommended that a cost/benefit analysis be conducted using pricing, unbundling/cash-out, shared parking, shuttles and other locally appropriate TDM strategies to ensure it is built at an appropriate scale and well-managed.
- Inventory jurisdiction affordable housing policies, strategies, zoning and ordinances designed to encourage affordable housing production and/or preserve existing affordable housing. The three broad objectives for the housing policies are to promote housing production overall, ensure that housing units (planned and built) are balanced across income levels, and to avoid displacement of existing residents of the PDAs.

The policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, the policies should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, the policies should be aimed at community stabilization.

Starting in October 2013 and for subsequent updates, PDA Growth Strategies will assess existing and future affordable housing needs and make appropriate recommendations to fill gaps in local policies to achieve these goals. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

- Review ABAG/MTC PDA Assessment results for details about PDA infrastructure needs and priorities²
- Consider non-transportation infrastructure projects, such as sewer and utility upgrades or site assembly/land banking, as they are often a necessary prerequisite for TOD development projects in PDAs. Facilitate funding exchanges (federal for local dollars) when possible to address these funding gaps.

¹ MTC & ABAG staff are available to assist with the review and inventory of adopted land use plans

² In 2009, MTC/ABAG staff conducted an assessment of planned PDAs and their future development needs. Jurisdictions were asked to estimate infrastructure needs and associated costs.

- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Assist MTC and ABAG staff with oversight to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess emissions, as well as related mitigation strategies, as part of regional PDA Planning Program.
- Potential PDAs that do not have adopted plans, call on regional agency staff to assist in the identification of planning and future transportation infrastructure needs.

(3) **Funding** - Develop guidelines for evaluating OBAG projects that improve multi-modal transportation connections to housing, jobs and commercial activity, considering the following criteria:

- **Projects in High Impact Areas** - Assessment of the **project area** in which a project is located should be a key component for investment consideration. Key factors defining high impact project areas include;
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA income allocations,
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** - Consider projects located in PDAs with highest exposure to PM and Toxic Air Contaminants. Employ best management practices to mitigate exposure and determine where non-motorized investments would best support additional housing production.

II) **RHNA Coordination** – Given the OBAG connection to RHNA:

- Monitor development of Housing Elements/zoning updates supportive of RHNA.

Process/Timeline

CMA/MTC amend current funding agreements with PDA Growth Strategy tasks/language	Spring 2012
OBAG adopted by MTC	May 23, 2012
Updated CMA agreements ready for signature	July 1, 2012
CMA's develop PDA Growth Strategy	May - October 2012
PDA Growth Strategy Presentations by CMA's to Joint MTC Planning and ABAG Administrative Committee	November 2012 – December 2012
CMA's program OBAG funds	May 2012 – April 2013
CMA's amend PDA Growth Strategy to incorporate follow-up to local affordable housing policies	October 2013
CMA's submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	October 2013, Ongoing

J:\COMMITTEE\Policy Advisory Council\Meeting Packets\2012\04_April_2012\6_Attach-4_PDA Growth Strategy_draft 3_23.doc

OneBayArea Grant Proposed Revisions (Cycle 2 STP/CMAQ)

**Policy Advisory Council
April 11, 2012**

Alix Bockelman

OneBayArea Grant Outreach To Date

- **July 8, 2011: Initial OneBayGrant (OBAG) proposal released to Joint MTC Planning Committee / ABAG Administrative Committee**
- **January 13, 2012: Staff recommended revisions based on stakeholders comments presented to Joint Committee**
- **April 2012: Further recommended revisions to be presented to working groups and stakeholders prior to final proposal for Commission approval**

Recommended Revisions / Clarifications

1. **Program Timeframe**
2. **PDA Flexibility**
3. **PCA Program Eligibility**
4. **Affordable Housing Production and Preservation**
5. **Performance and Accountability**
6. **Lessons Learned**
7. **Safe Routes to School and Pavement Management
Technical Assistance Program**

Program Timeframe

Add Fourth Year of Funding

Provide a larger “shelf list” of projects for better project management delivery and prevent potential loss of federal funds

Recommended Revision:

- Total OBAG Program increased to \$320 million
- Increase of \$70 million to OBAG for congestion management agencies’ project selection
- Increase of \$117 million to Regional Program

PDA Flexibility

Request for more definition on how a project “directly connects” or provides “proximate access” to count towards the PDA investment minimum

Recommended Revision:

- Congestion Management Agencies (CMA) to make determination
- The CMA is to establish a process that includes mapping projects that are outside a PDA, policy justifications for counting towards a PDA, and public review

North Bay Priority Conservation Areas Pilot Program

Requests to allow counties outside of the four North Bay counties to participate and further define eligible project types given limited funds in program

Recommended Revision:

- **Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could increase program budget and extend consideration to projects outside North Bay**
- **Further discussion with stakeholders on program framework and project eligibility prior to Commission approval**

Affordable Housing Production and Preservation

Concern that OBAG fund distribution / performance and accountability requirements do not adequately address affordable housing production and preservation

Recommended Revision:

- **Publication of data on jurisdictions' contribution on a formula factor basis to each county's OBAG distribution facilitates discussions during project selection**
- **PDA Growth Strategy addresses affordable housing policies.**
 - CMAs will work with jurisdictions to inventory current policies and make appropriate policy / ordinance recommendations.
 - PDA Growth Strategy presentation by CMAs to Joint Planning / ABAG Committee in Fall 2012
 - MTC may link the release of future cycle funding (after FY 2015-16) on local progress towards enacting affordable housing policies
- **PDA Planning Grant Program places emphasis on meeting affordable housing objectives through the funding agreements with jurisdiction grantees**

Performance and Accountability

Request to provide greater flexibility for housing and complete streets requirement

Recommended Revision:

- **Adoption of a complete streets ordinance by October 1, 2012 instead of Complete Streets Act of 2008 compliance. Latter path still acceptable if the October 1, 2012 deadline can be met**
- **Waiver process through Joint MTC Planning/ABAG Administration Committee available if jurisdiction faces delays in the HCD approval process**

Performance and Accountability Deadlines

- **October 1, 2012: Jurisdiction adoption of Complete Streets ordinance**
- **October 1, 2012: CMA adoption of PDA Growth Strategy**
- **July 1, 2013: HCD adoption of a jurisdiction's general plan housing element**
- **October 1, 2013: PDA Growth Strategy amendment to incorporate follow-up to local affordable housing policies and recommendations**

Lessons Learned

Request to be able to monitor and evaluate OBAG project selection and policy compliance

Recommended Approach:

- **MTC staff report on project selection process outcomes of OBAG in late 2013 such as:**
 - Mix of projects selected
 - Type and funding level of PDA investments
 - Funded complete streets elements
 - Adherence to performance and accountability requirements
 - Amount of funding allocated to jurisdictions and how this relates to the distribution formula jurisdiction shares based on the formula factors
 - Public participation process

Safe Routes to School and Pavement Technical Assistance Programs

Request to increase funding for the Regional Safe Routes to School and PTAP programs

Recommended Revision:

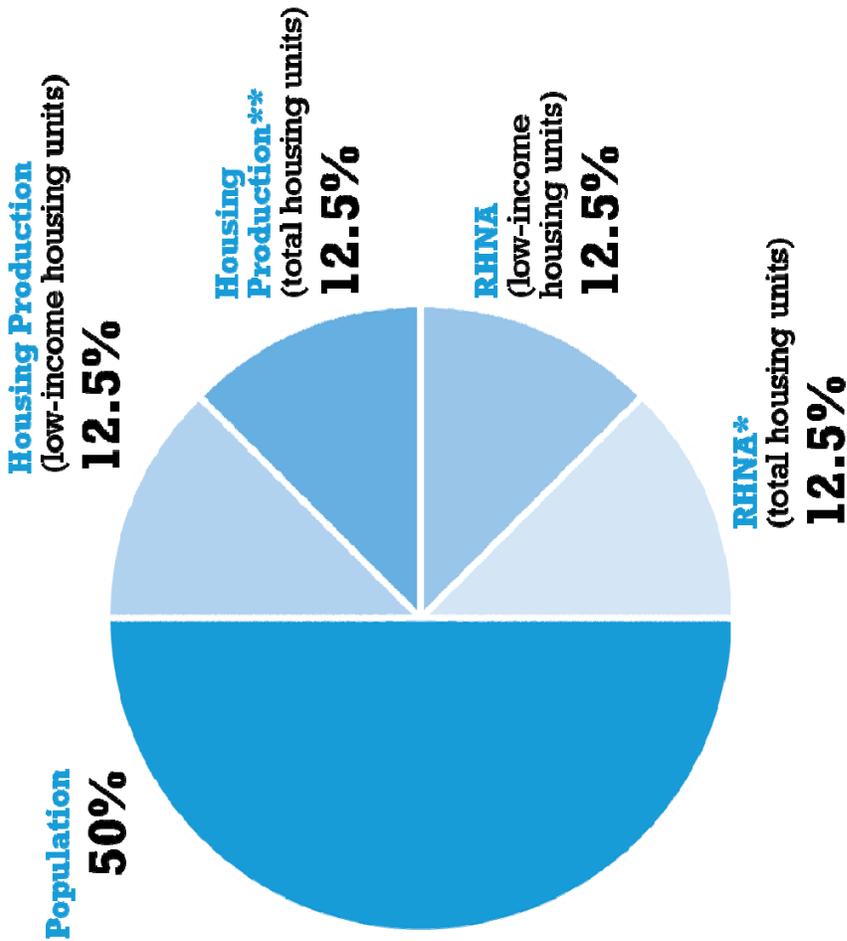
- Increase funding for Safe Routes to Schools to \$5 million per year (\$20 million total) which is the annual amount made available to the counties by formula over the Cycle 1 period
- Increase the PTAP program from \$4 to \$7 million to meet inspection schedule for the majority of each jurisdiction's local street and road network every other year which feeds into regional reporting and needs analyses

Cycle 2 Funding Commitments Overview

(Millions \$, rounded)

Program Categories	4-Year Total Funding
Regional Program	\$470
Regional Planning	\$7
Regional Operations	\$105
Freeway Performance Initiative	\$96
Pavement Technical Assistance Program	\$7
Priority Development Area Planning Program	\$30
Climate Initiatives	\$20
Safe Routes to School	\$20
Transit Capital Rehabilitation	\$150
Transit Performance Initiative	\$30
Priority Conservation Area North Bay Pilot	\$5
OneBayArea Grant for Counties	\$320
TOTAL	\$790

OBAG Distribution Formula



*RHNA 2007-14 to be replaced by RHNA 2014-2022

** Housing Production Report 1999-2006, ABAG

OBAG County Fund Distribution

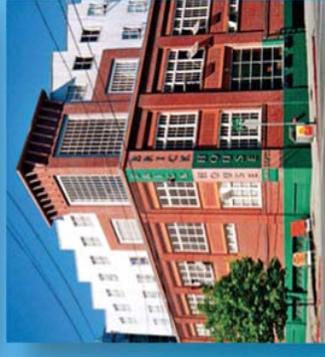
(Millions \$, rounded)

County	Total Funds
Alameda	\$61
Contra Costa	\$46
Marin	\$10
Napa	\$7
San Francisco	\$38
San Mateo	\$25
Santa Clara	\$84
Solano	\$20
Sonoma	\$24
Regional Total	\$320

Amounts may not total due to rounding

Eligible OBAG Projects

- **Each County CMA may program OBAG funds to any one of the following six transportation improvement categories:**
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes to Schools
 - Priority Conserving Area
 - CMA Planning Activities



Next Steps

April 2012:

- Continue outreach

May 2012:

- Revise fund distribution as appropriate based on new RHNA methodology
- Joint Committee review/recommendations (May 11th)
- MTC Commission adoption (May 23rd)

June 2012:

- OBAG program implementation begins

July 2012:

- ABAG approves PDA designation requests



METROPOLITAN
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Memorandum

TO: Partnership Programming and Delivery Working Group
Partnership Local Streets and Roads Working Group

DATE: April 12, 2012

FR: Sean Co

WI: 1114

RE: OneBayArea Complete Streets Ordinance

To satisfy the OneBayArea Grant complete streets requirement, staff proposed that agencies could amend their general plan to comply with the 2008 Complete Streets Act of California by July 2013. Based on feedback from local agencies that the timing of a general plan amendment was not feasible, staff is proposing that agencies may adopt a complete streets ordinance as an additional option to meet the OBAG complete streets requirement.

Attached are proposed elements that the complete streets ordinances must include. To be eligible for OBAG, agencies must have an adopted ordinance by October 2012. The proposed criteria are minimum requirements and agencies are encouraged to adopt an ordinance that fits with the context of their geographic area in order to best accommodate the needs of all roadway users. Attachment 1 is an example of a recent ordinance from the City of Baldwin Park, California that can be referenced as a model to guide in development of the complete streets ordinance.

Proposed One Bay Area Grant Complete Streets Ordinance Guidance

The following are a set of proposed elements that shall be included in a local ordinance. Agencies are encouraged to develop the best ordinance that fits within the context of their local area and to go beyond the items listed below to accommodate all users of the roadway network.

1. **Serve all Users** - The ordinance serves to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling and transit use while promoting safe and accessible operations for all users. The intention is to create a network of safe bicycle and pedestrian facilities that serve all transportation users.
2. **All Projects/Phases** - The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.
3. **Context Sensitivity** - Projects will be planned and implemented with sensitivity to local conditions in both residential and business districts as well as urban, suburban and rural areas. This includes working with residents and merchants to ensure that a strong sense of place is maintained in project planning, design and construction of complete streets projects.
4. **Plan Consultation** –All local bicycle, pedestrian and/or transit plans and any other plans that affect the roadway will be consulted for consistency with the project.
5. **Street Network/Connectivity** - The transportation system will provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network will include non-motorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).
6. **BPAC Consultation** - Input shall be solicited from local Bicycle and Pedestrian Advisory Committees (BPACs) in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC in order to receive TDA-3 funds.)
7. **Evaluation** – City will establish a methodology to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets implementation overall. Evaluation should include (at a minimum) an annual report to the governing body of the jurisdiction including a list of streets (with a map), improvements made, and miles of new facilities that resulted from the policy. For example tracking the number of miles of bike lanes and sidewalks, numbers of streets crossings, signage etc.
8. **Complete Streets in all Departments** –The policy must cover work by every department in the jurisdiction and pertain to all types of projects, including transportation, new development, utilities, etc. as there are potential Complete Streets opportunities for each of these project types.

Ordinance must work cooperatively with adjacent and other jurisdictions such as school districts to maximize opportunities for connectivity and cooperation.

9. **Leadership Approval** –Projects be approved by a lead engineer, and if projects seek Complete Streets exemptions, there must be an explanation of why accommodations for all modes were not included in the project and signed off by the lead engineer and/or director.

Please see the National Complete Streets Coalition for more information on policy elements:

<http://www.completestreets.org/changing-policy/policy-elements/>

Attachment 1: City of Baldwin Park Complete Streets Policy

<p align="center">City of Baldwin Park Administrative Policy # 027</p>	<p align="center">Date: Approved by: City Council <u>7/20/11</u></p>
<p align="center"><u>SUBJECT:</u> Complete Streets Policy</p>	<p align="center">Authority: Public Works Department & Community Development Department</p>  <p align="center">Mayor, Manuel Lozano</p>

The objective of this policy is to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling, and transit use while promoting safe operations for all users.

The City of Baldwin Park will create a safe and efficient transportation system that promotes the health and mobility of all Baldwin Park citizens and visitors by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the city, and will design its streets for people, with beauty and amenities. The City of Baldwin Park will provide for the needs of drivers, transit users, bicyclists, and pedestrians of all ages and abilities in all planning, design, construction, reconstruction, retrofit, operations, and maintenance activities and products.

The City of Baldwin Park will enhance the safety, access, convenience, and comfort of all users of all ages and abilities. The City understands that children, seniors, and persons with disabilities will require special accommodations.

STREET NETWORK / CONNECTIVITY

(A) The City of Baldwin Park will design, operate and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel.

(B) The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.

(C) The City will focus non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections and commercial uses.

(D) The City will require large new developments and redevelopment projects to provide interconnected street networks with small blocks.

JURISDICTION

(A) This Complete Streets Policy is intended to cover all development and redevelopment in the public domain and all street improvement assessment districts within Baldwin Park, but will also focus on regional connectivity.

(B) Every City Department including Administration, Public Works, Community Development, Recreation and Community Services, and Police, will follow the policy.

(C) The City requires all developers and builders to obtain and comply with the City's standards.

(D) The City requires agencies that Baldwin Park has permitting authority over, including, but not limited to, water agencies, electrical utilities, gas and petroleum utilities, communications utilities, and service contractors to comply with this policy.

(E) The City will work closely with Los Angeles County, Caltrans, the Los Angeles County Metropolitan Transportation Authority, the Southern California Regional Rail Authority, and the Southern California Association of Governments to promote compliance.

(F) The City encourages agencies not under Baldwin Park's jurisdiction, including, but not limited to, the Baldwin Park Unified School District, to satisfy this policy.

PHASES

The City of Baldwin Park will apply this Complete Streets policy to all roadway projects, including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

EXCEPTIONS

Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

(A) A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

(B) The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.

(C) The Director of Public Works and the Manager of Community Development jointly determine the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisitions.

(D) Unless otherwise determined by the City Council, the Director of Public Works and the Manager of Community Development jointly determine it is not practically feasible or cost effective to implement the provisions of this policy through public or private project design or manuals or other plans.

Exceptions described in (B) and (C), above, will be documented and be made available for public access at least 21 days prior to decision. Exceptions described in (A) and (D), above, will be documented.

DESIGN

Additionally, Baldwin Park's City Council declares it is the City of Baldwin Park's policy to:

(A) Adopt new Complete Streets Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Baldwin Park while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.

(B) Incorporate the Complete Streets Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.

(C) Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.

(D) Provide well-designed bicycle accommodations along all streets. Bicycle accommodations can take numerous forms, including but not limited to the use of bicycle boulevards, striping, slow streets, low auto volume streets, traffic calming, signs, and pavement markings, among others.

(E) Where physical conditions warrant, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.

CONTEXT SENSITIVITY

(A) The City of Baldwin Park will plan its streets in harmony with the adjacent land uses and neighborhoods.

(B) The City will solicit input from local stakeholders during the planning process.

(C) The City will integrate natural features, such as waterways, and other topography into design of our streets.

(D) The City will design streets with a strong sense of place. We will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community and neighborhood.

(E) The City will coordinate street improvements with merchants along retail and commercial corridors to develop vibrant and livable districts.

(F) The City will practice sustainable storm water management strategies.

PERFORMANCE MEASURES

The City will evaluate this Complete Streets Policy using the following performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation
2. Total miles of streets with pedestrian accommodation (goal – all)
3. Number of missing or non-compliant curb ramps along City streets (goal – 0)
4. Number of new street trees planted along City streets
5. Percentage of new street projects that are multi-modal
6. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes
7. Number of pedestrian-vehicle and bicycle-vehicle fatalities (goal – 0)
8. Track Fitnessgram data of Baldwin Park Unified School District students
9. Sales tax revenue

The City will identify funds and create a methodology to collect data related to those performance measures.

IMPLEMENTATION

(A) *Advisory Group.* The City will establish an inter-departmental advisory committee to oversee the implementation of this policy. The committee will include members of Public Works, Community Development, Recreation and Community Services, and the Police Departments from the City of Baldwin Park. The committee may include representatives from the Los Angeles County Metropolitan Transportation Authority, representatives from the bicycling, disabled, youth and elderly community, and other advocacy organizations, as relevant. This committee will meet quarterly and provide a written report to City Council evaluating the City's progress and advise on implementation.

(B) *Inventory.* The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects to eliminate gaps in the sidewalk and bikeways networks.

(C) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.

(D) *Revisions to Existing Plans and Policies.* The City of Baldwin Park will incorporate Complete Streets principles into: the City's Circulation Element, Transportation Strategic Plan, Transit Plan, Traffic Safety Master Plan, Specific Plans, Urban Design Element; and other plans, manuals, rules, regulations and programs.

(E) *Other Plans.* The City will prepare, implement, and maintain a Bicycle Transportation Plan, a Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Master Plan.

(F) *Storm Water Management.* The City will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.

(G) *Staff Training.* The City will train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy.

(H) *Coordination.* The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

(I) *Street Manual.* The City will create and adopt a Complete Streets Design Manual to support implementation of this policy.

(J) *Funding.* The City will actively seek sources of appropriate funding to implement Complete Streets.



Memorandum

Date: May 07, 2012

To: Program 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: **Overview of Policy, Planning and Programming Activities and Next Steps**

Recommendation

This is an informational item to provide an overview and seek input on the implementation timeline for Policy, Planning and Programming activities for FY 2012/2013. ACTAC is scheduled to review this item on May 8th.

Summary

The Alameda CTC will mark its second year anniversary of the newly formed agency in July 2012. The first two years focused on final merger activities between the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA); development of two new long-range plans which will guide the direction of funding for projects and programs through 2042, if approved; on-going programming of existing funding sources; and implementation of state bond funded, Measure B funded and on-going projects.

The next fiscal year will continue many of these activities; 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 of 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.

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 is scheduled to adopt the OBAG program in May 2012 which will guide over \$61 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 \$61 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 are developing 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 will provide a timeline and share Alameda CTC's implementation schedule at the ACTAC meeting 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

Key Questions for Consideration

- Do the policies, plans and programming items noted above align with local priorities for developing plans, providing resources and implementing projects and programs?
- Are there other areas of support jurisdictions need regarding the following:
 - Support for regional activities, such as the OBAG grant? Are there other things necessary to ready Alameda County for future OBAG cycles?
 - Support for countywide efforts such as passage of the 2012 TEP, implementation of new policies, plans or programming efforts?

Fiscal Impact

There is no fiscal impact at this time.



Memorandum

DATE: May 07, 2012

TO: Programs and Projects Committee

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

SUBJECT: Review of FY 10-11 Measure B Pass-through Fund Program Draft Compliance Report and Audit Executive Summary

Recommendations:

This item is for information only. No action is requested. ACTAC has review this item at the May 8th meeting.

Summary:

Measure B pass-through fund recipients submitted compliance audits and reports to Alameda CTC for FY 2010/11 that document their Measure B pass-through fund expenditures for four types of programs: bicycle and pedestrian, local streets and roads, mass transit, and paratransit. The audits were due to Alameda CTC on December 27, 2011, and the compliance reports were due on December 31, 2011. Many of these recipients also receive Measure B grant funds from Alameda CTC and are requested to report usage of these funds to provide a comprehensive picture of overall Measure B expenditures.

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

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

Background:

Of the 20 agencies/jurisdictions, all are in compliance at this time. The Citizens Watchdog Committee reviewed the compliance audits and reports and submitted questions to Alameda CTC staff. Staff also reviewed the compliance audits and reports, and sent letters to these agencies/jurisdictions to confirm their compliance status, and to clarify or get more information on certain expenditures for reporting purposes. All 20 agencies/jurisdictions submitted additional information and updated their compliance

reports or audits as requested, clarified expenditures, and provided proof that they met their deliverables. Staff is in the process of mailing final compliance status letters to confirm that each agency and jurisdiction is now fully in compliance.

Alameda CTC staff has drafted a comprehensive compliance summary report that compares Alameda CTC distributions in fiscal year 2010-2011 (FY 10-11) to the expenditures in that time frame by agencies/jurisdictions. The report gives an overview of the bicycle/pedestrian, local streets and roads, mass transit, and paratransit programs that Measure B funds, and provides a detailed analysis on the phases and types of Measure B-funded projects throughout Alameda County. Attached is an executive summary herein (Attachment A) for your review. The full draft report will be provided to the Commission in June 2012.

Attachments:

Attachment A: Draft Compliance Report and Audit Executive Summary



Measure B
Pass-through Fund Program
Compliance Report and Audit Summary
Fiscal Year 2010-2011



Alameda County Transportation Commission
1333 Broadway, Suite 220 & 300
Oakland, CA 94612
www.AlamedaCTC.org

Pass-through Fund Program Fiscal Year 2010-2011

May 2012



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 Bay Area Rapid Transit (BART) 16

 Livermore Amador Valley Transit Authority (LAVTA) 18

 Water Emergency Transportation Authority (WETA) 18

Alameda County Agencies:

 Alameda County 20

 Altamont Commuter Express (ACE) 22

City Agencies:

 City of Alameda 24

 City of Albany 27

 City of Berkeley 30

 City of Dublin 33

 City of Emeryville 36

 City of Fremont 38

 City of Hayward 41

 City of Livermore 44

 City of Newark 47

 City of Oakland 50

 City of Piedmont 53

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 City of Union City/Union City Transit 61

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The Alameda County Transportation Commission (Alameda CTC) disburses Measure B funds to Alameda County agencies and jurisdictions on a monthly basis. Agencies and jurisdictions rely on Measure B funds for numerous types of projects: bikeways, bicycle parking facilities, and pedestrian crossing improvements; installation of signage, guardrails, and traffic signals and lights; sidewalk and ramp repairs, street resurfacing and maintenance; bus, rail, and ferry services; and individual demand-response trips, shuttle and fixed-route trips, and meal delivery and other programs for seniors and people with disabilities.

Alameda CTC maintains funding agreements with each agency/ jurisdiction regarding these funds known as “pass-through funds.” Alameda CTC also allocates countywide funds through grants. Each fiscal year, Alameda CTC requires that agencies report their pass-through fund expenditures and grant fund usage.

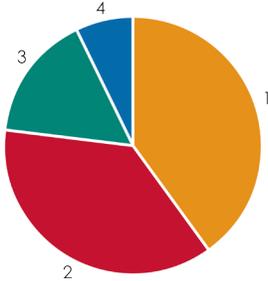
To maintain compliance and receive payment from Alameda CTC, in addition to the annual compliance report and audit, each agency must submit the following program deliverables to Alameda CTC:

- **Road miles:** The number of maintained road miles within the city’s jurisdiction, consistent with the miles the jurisdiction reported to state and federal agencies.
- **Population:** The number of people the jurisdiction’s transportation program serves in the fiscal year.
- **Newsletter:** Documentation of a published article that highlights the program in either Alameda CTC’s newsletter or another newsletter of the agency’s choice.
- **Website:** Documentation of an updated and accurate program information on a local agency website with a link to Alameda CTC’s website.
- **Signage:** Documentation of the public identification of the program improvements as a benefit of the Measure B sales tax program.
- **Additional paratransit program requirements:** Local paratransit plans and budgets with local consumer input and governing body approval, and review by the Paratransit Advisory and Planning Committee and Alameda CTC. Agencies must also participate as a member of the Alameda CTC Paratransit Technical Advisory Committee to address planning, coordination, oversight, and reporting requirements, including annual reporting.

In preparation for the new Master Programs Funding Agreements with the agencies that will be in place in 2012, Alameda CTC also requested that the cities report on their Pavement Condition Index (PCI), to provide a frame of reference for the condition of their local streets and roads. The new funding agreements will require cities to annually report their PCI to Alameda CTC.



Fiscal Year 2010-2011



Alameda CTC Pass-through Program Distribution

Dollar amounts in millions

	Dollar Amount (Millions)	Percentage
1 Local Streets and Roads	\$22.5	40%
2 Mass Transit	\$21.3	38%
3 Paratransit	\$9.1	16%
4 Bicycle and Pedestrian	\$3.8	6%
Total Distributions	\$56.7	100%

The Alameda CTC disburses Measure B pass-through funds on a monthly basis to Alameda County agencies and jurisdictions for their transportation programs, based on the Measure B Expenditure Plan. This report summarizes the total Alameda CTC pass-through fund allocations and agency expenditures for fiscal year 2010-2011 (FY 10-11).

The data within this report is based on the information included in the compliance and audit reports that the agencies/jurisdictions submitted. The individual reports with attachments and audits are available for review online at http://www.alamedactc.org/app_pages/view/4135.

Pass-through Fund Distributions

In fiscal year 2010-2011 (FY 10-11), Alameda CTC provided a total of \$56.7 million in pass-through funding for four transportation programs to improve local streets and roads (\$22.5 million), to expand mass transit services (\$21.4 million), to expand special transportation services (paratransit) for seniors and people with disabilities (\$9.1 million), and to improve safety for bicyclists and pedestrians (\$3.8 million).

The agencies reported the receipt of \$56.7 million in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$380 million.

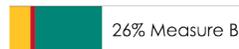
Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Bicycle and Pedestrian



Paratransit



Local Streets and Roads



Mass Transit



\$0 \$50 \$100 \$150 \$200 \$250 \$300

10-11 Measure B Funding

Other Measure B Funding

Other Funding

Reported Measure B Expenditures

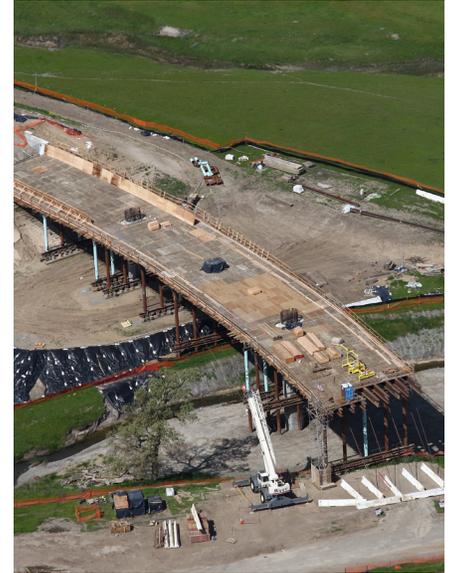
The agencies and jurisdictions utilized pass-through fund reserves from previous years in FY 10-11. The reported Measure B expenditures of \$56.7 million include a portion of \$50.7 million in FY 09-10 reserves. The unspent balance at the end of FY 10-11 was reported as \$54.1 million.

See the chart below for more information on Measure B pass-through fund reserves, new revenue, and expenditures in FY 10-11. The profiles for the local agencies and jurisdictions that appear later in the report provide more detail on their Measure B reserves and expenditures, per program.

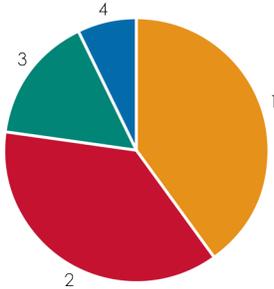
Agency/Jurisdiction	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
AC Transit	\$0	\$21,566,717	\$21,566,717	\$0
BART	\$0	\$1,499,702	\$1,499,702	\$0
LAVTA	\$0	\$824,364	\$824,364	\$0
WETA	\$0	\$275,215	\$175,867	\$1,825,246
ACPWA	\$9,876,552	\$2,553,569	\$1,676,708	\$10,779,347
ACE	\$2,285,223	\$2,132,587	\$2,001,797	\$2,424,620
City of Alameda	\$4,776,803	\$2,211,551	\$3,527,020	\$3,538,906
City of Albany	\$34,203	\$394,544	\$487,744	\$19,506
City of Berkeley	\$1,804,315	\$2,658,351	\$2,097,126	\$2,918,127
City of Dublin	\$1,155,744	\$443,313	\$475,476	\$1,165,478
City of Emeryville	\$469,774	\$250,982	\$79,621	\$648,885
City of Fremont	\$5,069,919	\$2,974,061	\$2,551,442	\$5,591,881
City of Hayward	\$3,117,067	\$2,794,708	\$4,232,252	\$1,871,929
City of Livermore	\$1,631,267	\$1,003,128	\$853,054	\$1,783,621
City of Newark	\$690,147	\$618,027	\$450,779	\$986,693
City of Oakland	\$12,337,886	\$10,394,863	\$11,833,171	\$10,910,118
City of Piedmont	\$314,512	\$364,058	\$154,374	\$678,570
City of Pleasanton	\$1,778,048	\$866,674	\$630,237	\$2,128,315
City of San Leandro	\$2,036,536	\$1,518,431	\$620,860	\$3,028,500
City of Union City	\$3,349,729	\$1,366,974	\$934,739	\$3,847,656
Total	\$50,727,626	\$56,711,819	\$56,673,050	\$54,147,399

Notes:

1. The table above reflects total Measure B expenditures reported by agencies/jurisdictions.
2. Revenue and expenditure figures throughout this report may vary due to number rounding.
3. The Ending MB Balance includes interest on Measure B funds and reflects fund transfers, such as a \$1.2 million transfer of Measure B funds from the City of Alameda to the Water Emergency Transportation Authority (WETA), as part of the transfer of operations of the Alameda/Oakland Ferry Service in FY 10-11.



Other Measure B Expenditures of \$7.2 Million



Total Measure B Pass-through Funds Expended

Dollar amounts in millions

1 Local Streets and Roads	\$25.5	40%
2 Mass Transit	\$23.6	37%
3 Paratransit	\$9.9	16%
4 Bicycle and Pedestrian	\$4.5	7%
Total Expenditures	\$63.5	100%

In FY 10-11, the compliance reports submitted by agencies provided a detailed breakdown of total Measure B expenditures by program, mode, project phase, and project type, specifying \$56.3 million of Measure B pass-through fund expenditures as well as \$7.2 million of “Other Measure B” expenditures, including discretionary Measure B grant awards, for \$63.5 million in total Measure B expenditures. Jurisdictions spent 40 percent of total Measure B funds on local streets and roads projects, 37 percent on mass transit, 16 percent on paratransit, and 7 percent on bicycle and pedestrian projects.

According to Alameda CTC's auditors, in FY 10-11, the Commission distributed \$56.9 million in Measure B pass-through funds including \$56.7 million in pass-through funds and about \$163,000 in paratransit cash-flow stabilization funds. Alameda CTC also reimbursed agencies/jurisdictions \$4.4 million for four grant programs (Bicycle and Pedestrian Countywide Discretionary Fund Grant Program (\$1.6 million), Express Bus Service Grant Program (\$1.4 million), Paratransit Gap Grant Program (\$1.1 million), and Transit Oriented Development Grant Program(\$235,000)).

Measure B grant fund recipients receive payment after submitting a request for reimbursement for costs already incurred. Recipients reported their grant fund expenditures on an accrual basis, according to invoices submitted during FY 10-11.

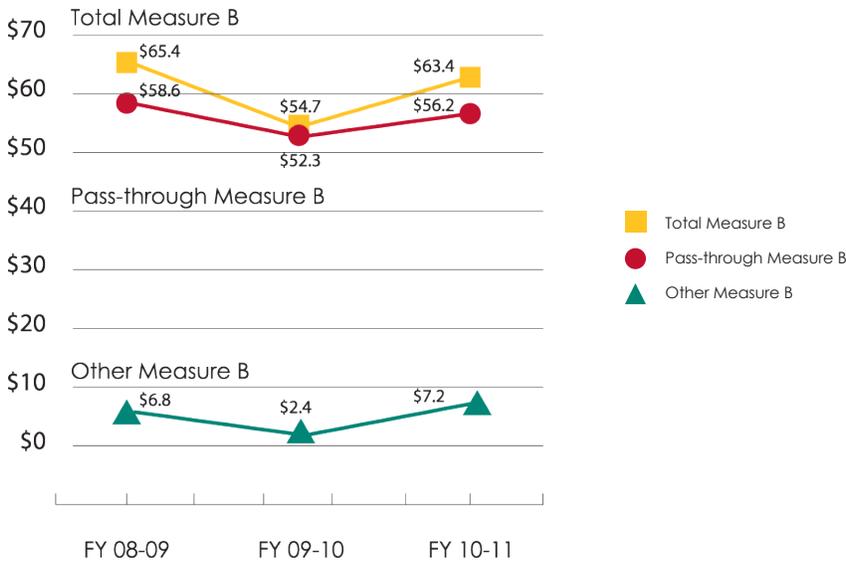
Economic Upswing Increases Revenues, Expenditures

Year to year, the state of the economy directly affects the amount of transportation sales tax revenue Alameda CTC receives and, in turn, the amount the agencies and jurisdictions spend on transportation programs. In FY 09-10, local agencies expended less in Measure B funding than they did the previous fiscal year (FY 08-09), because of projects put on hold due to the tight economy, a lack of state and federal funds, and limited budgets and resources.

In FY 10-11, as the economic crisis began to subside, the amount of Measure B revenues increased, and agencies/jurisdictions expended these revenues, along with reserves from the prior year. The chart below details the total Measure B funds expended over the last three fiscal years.

Measure B Expenditure Comparison

Dollar amounts in millions



Note: "Other Measure B" includes Measure B grants, paratransit cash-flow stabilization funds, and paratransit minimum service level funds.



Expenditures by Transportation Mode

Top Transportation Modes: Bus, Local Streets, and Services for People with Disabilities



In FY 10-11, total Measure B expenditures of \$63.5 million supported the following transportation modes within each program:

- **Bicycle and pedestrian:** Local agencies reported over 60 percent of bicycle and pedestrian expenditures on pedestrian projects, 32 percent on projects that benefit bicyclists and pedestrians, and the remainder on bicycle projects (5 percent) and other projects such as sidewalk repair and maintenance (3 percent).
- **Local streets and roads:** Local agencies reported about 68 percent of local streets and roads funds directly supported streets and roads projects. About 30 percent funded bicycle and pedestrian projects. About 1 percent funded other projects including administration, staffing, training, and traffic management; and less than 1 percent funded paratransit services and mass transit (scoping and bus-stop facility maintenance).
- **Mass transit:** The majority of mass transit funds (82 percent) supported bus operations. Measure B also funded rail service (9 percent) and ferry transportation (9 percent).
- **Paratransit:** The jurisdictions reported expenditures of 65 percent of paratransit funds on services for people with disabilities, 35 percent on services for seniors and people with disabilities, and less than 1 percent on other.

Measure B Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$201,593	\$0	\$0	\$0	\$201,593
Bicycle and Pedestrian	\$1,446,247	\$7,763,846	\$0	\$0	\$9,210,093
Pedestrian	\$2,683,448	\$0	\$0	\$0	\$2,683,448
Mass Transit	\$0	\$47,026	\$0	\$0	\$47,026
Paratransit	\$0	\$66,000	\$0	\$0	\$66,000
Streets and Roads	\$0	\$17,355,385	\$0	\$0	\$17,355,385
Bus	\$0	\$0	\$19,376,783	\$0	\$19,376,783
Ferry	\$0	\$0	\$2,206,831	\$0	\$2,206,831
Rail	\$0	\$0	\$2,001,797	\$0	\$2,001,797
Disabled Services	\$0	\$0	\$0	\$6,457,640	\$6,457,640
Senior and Disabled Services	\$0	\$0	\$0	\$3,420,894	\$3,420,894
Senior Services	\$0	\$0	\$0	\$16,000	\$16,000
Meals on Wheels	\$0	\$0	\$0	\$7,021	\$7,021
Other	\$127,854	\$361,933	\$0	\$7,982	\$497,770
Total	\$4,459,143	\$25,594,190	\$23,585,411	\$9,909,537	\$63,548,280

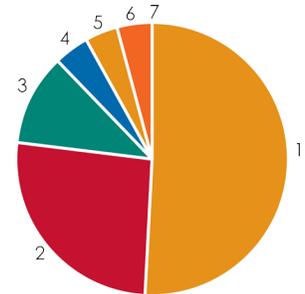
Note: Measure B expenditures by mode include both pass-through and grant funds.

Total Measure B Expenditures by Project Phase

The 20 agencies reported expenditures of just over 50 percent of Measure B funds on operations (\$32.4 million of the \$63.5 million in total expenditures). These dollars helped agencies to maintain services, despite cutbacks from other funding sources.

Other top expenditures by phase include:

- Construction including expenditures on plans, specifications, and estimates (\$16.7 million)
- Maintenance (\$7.1 million)
- Scoping, feasibility, and planning (\$2.6 million)



Total Measure B Expenditures by Phase

Dollar amounts in millions

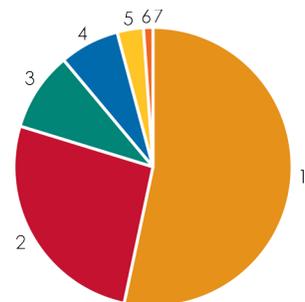
1 Operations	\$32.4	51%
2 Construction (+PS&E)	\$16.7	26%
3 Maintenance	\$7.1	11%
4 Scoping, Planning	\$2.6	4%
5 Other	\$2.3	4%
6 Project Completion	\$2.3	4%
7 Environmental	\$0.1	–
Total Expenditures	\$63.5	100%

Local Streets and Roads Expenditures by Project Phase

The agencies reported expenditures of \$25.6 million on projects to maintain and improve local streets and roads. Agencies spent about 53 percent of Measure B funds on construction (includes plans, specifications, and estimates). These dollars primarily funded street resurfacing and maintenance, and street reconstruction and overlay, including drainage improvements, curb ramps, and striping. The cities perform the improvements and maintenance necessary to provide residents with safe road conditions and to improve their pavement condition index.

Other top local streets and roads expenditures by phase include:

- Maintenance (\$6.8 million)
- Scoping, feasibility, and planning (\$2.2 million)
- Project completion and closeout activities (\$1.9 million)

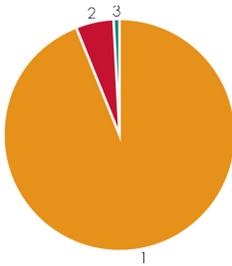


Local Streets & Roads Expenditures by Phase

Dollar amounts in millions

1 Construction (+PS&E)	\$13.5	53%
2 Maintenance	\$6.8	26%
3 Scoping, Planning	\$2.2	9%
4 Project Completion	\$1.9	7%
5 Operations	\$0.8	3%
6 Other	\$0.3	2%
7 Environmental	\$0.1	–
Total Allocations	\$25.6	100%

Expenditures by Project Phase



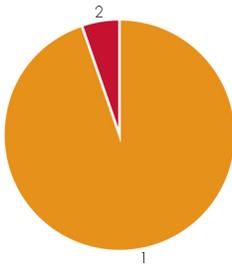
Mass Transit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$22.2	94%
2 Other	\$1.2	5%
3 Construction (+PS&E)¹	\$0.2	1%
Total Expenditures	\$23.6	100%

Mass Transit Expenditures by Project Phase

Transit agencies spent the majority of Measure B funds on operations (\$22.2 million of the \$23.6 million total mass transit expenditures). Other expenditures include ferry service expenses for the San Francisco Bay Area Water Emergency Transportation Authority.



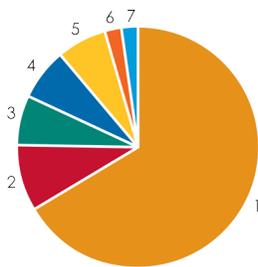
Paratransit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$9.4	95%
2 Other	\$0.5	5%
Total Expenditures	\$9.9	100%

Paratransit Expenditures by Project Phase

Agencies spent the majority of Measure B funds on operations of paratransit programs (\$9.4 million of \$9.9 million total). Other expenditures included vehicle equipment expenses and paratransit stop capital improvements.



Bicycle and Pedestrian Expenditures by Phase

Dollar amounts in millions

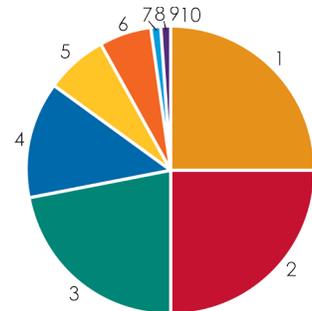
1 Construction (+PS&E)	\$3.0	66%
2 Scoping, Planning	\$0.4	9%
3 Project Completion	\$0.3	7%
4 Maintenance	\$0.3	7%
5 Other	\$0.3	7%
6 Environmental	\$0.1	2%
7 Operations	\$0.1	2%
Total Expenditures	\$4.5	100%

Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total expenditures of \$4.5 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as lanes and pathways for bicyclists and pedestrians, sidewalk and ramp installation and repair, and bicycle facilities. Many of the improvements from Measure B funding made intersections and walkways safer and more accessible for pedestrians and bicyclists.

Local Streets and Roads Expenditures by Project Type

By project type, the agencies reported expenditures of approximately \$6.5 million street resurfacing and maintenance. About \$6.4 million went directly to signals, and \$5.6 million funded other expenditures, including a wide variety of improvements such as gutter and sidewalk replacement, an integrated traffic management center in Oakland, guardrails, and training.

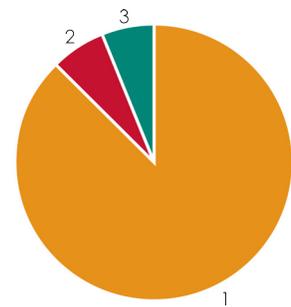


Local Streets & Roads Expenditures by Type
Dollar amounts in millions

1 Street Maintenance	\$6.5	25%
2 Signals	\$6.4	25%
3 Other	\$5.6	22%
4 Sidewalks and Ramps	\$3.2	13%
5 Bridges and Tunnels	\$1.7	7%
6 Staffing	\$1.5	6%
7 Operations	\$0.3	1%
8 Traffic Calming	\$0.2	1%
9 Pedestrian Crossings	\$0.1	–
10 Equipment and Vehicles	\$0.1	–
Total Expenditures	\$25.6	100%

Mass Transit Expenditures by Project Type

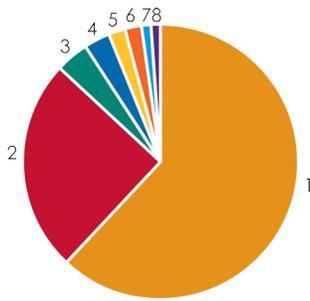
By project type, transit agencies reported spending the majority of Measure B funds on operations (\$20.7 million). Approximately \$1.5 million funded Welfare to Work services, and the remainder covered other expenditures that supported ferry services provided by the San Francisco Bay Area Water Emergency Transportation Authority.



Mass Transit Expenditures by Type
Dollar amounts in millions

1 Operations	\$20.7	88%
2 Welfare to Work	\$1.5	6%
3 Other	\$1.4	6%
Total Expenditures	\$23.6	100%

Expenditures by Project Type

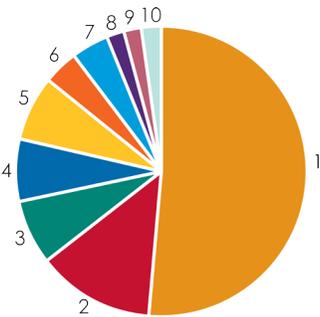


Paratransit Expenditures by Type

Dollar amounts in millions

	Dollar amounts in millions	Percentage
1 Other/Operations ¹	\$6.1	62%
2 Individual Trips	\$2.5	25%
3 Shuttle or Fixed-route Trips	\$0.4	4%
4 Customer Service	\$0.3	3%
5 Management	\$0.2	2%
6 Capital Purchase	\$0.2	2%
7 Meal Delivery	\$0.1	1%
8 Group Trips	\$0.1	1%
Total Expenditures	\$9.9	100%

1. Primarily East Bay Paratransit services and Paratransit Gap Grant projects



Bicycle and Pedestrian Expenditures by Type

Dollar amounts in millions

	Dollar amounts in millions	Percentage
1 Sidewalks and Ramps	\$2.3	51%
2 Other ¹	\$0.6	13%
3 Multiuse Paths (Class 1)	\$0.3	7%
4 Master Plans	\$0.3	7%
5 Signals	\$0.3	7%
6 Staffing	\$0.2	5%
7 Pedestrian Crossings	\$0.2	4%
8 Bikeways (non-Class 1)	\$0.1	2%
9 Education, Promotion	\$0.1	2%
10 Bike Parking	\$0.1	2%
Total Expenditures	\$4.5	100%

1. Primarily streetscape improvements and sidewalk repair

Paratransit Expenditures by Project Type

By project type, agencies reported the majority of their paratransit Measure B expenditures as other, which includes approximately \$5.9 million in AC Transit and BART Americans with Disabilities Act-mandated paratransit services provided by the East Bay Paratransit Consortium. These expenditures also include a number of Paratransit Gap Grant projects that provide travel training, transportation services for people with dementia, volunteer drivers and escorts, an on-demand shuttle; as well as for other projects that provide discount BART tickets, scholarships, and other paratransit services.

Bicycle and Pedestrian Expenditures by Project Type

By project type, agencies reported the majority of Measure B expenditure on sidewalks and ramps (\$2.3 million), and reported expenditures of \$218,000 on other, described as streetscape improvements, sidewalk repair, school traffic safety workshops, among other projects.

Other top bicycle and pedestrian expenditures by type include approximately \$300,000 each on multiuse paths (Class 1), master plans, and signals. Agencies also reported just over 4 percent of expenditures on both project staffing and pedestrian crossing improvements.



Memorandum

DATE: May 07, 2012

TO: Programs and Projects Committee

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

SUBJECT: **Review California Transportation Commission (CTC) March and April 2012 Meeting Summary**

Recommendations:

This item is for information only. No action is requested. ACTAC is scheduled to review this item on May 8th.

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 March 2012 CTC meeting was held at Orinda, CA. There were six (6) items on the agenda pertaining to Projects / Programs within Alameda County (Attachment A). The April 2012 CTC meeting was held at Irvine, CA. Attachment B lists seven (7) items pertaining to Projects / Programs within Alameda County.

Attachments:

Attachment A: March CTC Meeting Summary for Alameda County Projects /Programs
Attachment B: April CTC Meeting Summary for Alameda County Projects /Programs

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March 2012 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Port of Oakland	Trade Corridors Improvement Fund (TCIF) Program / 7th Street Grade Separation and Roadway Improvements Project / Outer Harbor Intermodal Terminals Project	Delete 7th Street Grade Separation and Roadway Improvements Project and reprogram the \$110.252 million to the Outer Harbor Intermodal Terminals Project	Approved
Alameda CTC	I-880 North Safety Improvement 29th-23rd Avenue Project	Baseline amendment to update project delivery schedule	Approved
Alameda CTC / VTA City of Fremont	Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) / Warren Avenue Grade Separation Project.	- Baseline amendment for cost and schedule changes. - Advance \$42.5 Million VTA Measure A funds. - Allocate \$9.6 Million HRCSA funds.	Approved
Region	2012 State Transportation Improvement Program (STIP)	Adoption of 2012 STIP	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Specialty Materials Procurement Project	Allocation of \$5.4 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	Item Deferred

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April 2012 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane Project	Baseline amendment to update scope changes and project delivery schedule.	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Active Traffic Management Project	Allocation of \$28.9 Million for CON phase	Item Deferred to May
MTC	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering	Allocation of \$4.7 Million for CON phase	Approved
MTC	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering	Allocation of \$ 2.6 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane Project (Segment 2) - Isabel to Foothill	Allocation of \$52.4 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-880 Southbound HOV Lane Extension Project - South Segment (Marina to Davis)	Allocation of \$58.6 Million for CON phase	Approved
CCTA	Corridor Mobility Improvement Account (CMIA) Program / State Route 24 Caldecott Tunnel Fourth Bore Project	Allocation of \$11 Million for CON phase	Approved
Alameda CTC	State Transportation Improvement Program (STIP) / I-880 HOV Lane Landscape Enhancements Project	12 Month Expenditure Deadline Extension	Approved

http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0412/000_Timed.pdf

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Memorandum

DATE: May 7, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming

SUBJECT: 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

Recommendations

It is recommended that the Commission take the following actions in support of the I-580 Corridor Mitigation project (Regional Measure 2 (RM2) Subproject 32.1e)

1. Approve the IPR Update for the I-580 Corridor Mitigation Project (RM2 Subproject No. 32.1e). The IPR Update is a requirement for requesting the Metropolitan Transportation Commission (MTC) to allocate \$585,000 in RM2 funds for the project. The requested RM2 funds will be used to fund environmental mitigation necessary to deliver Phase 3 of the Eastbound I-580 HOV Lane Project, which is to construct eastbound auxiliary lanes from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street in Livermore.
2. Approve Resolution 12-0027 required for MTC to allocate RM2 funds.
3. Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for environmental mitigation, as required for the project.

Summary

The requested allocation of \$585,000 in RM2 funds will provide funding towards the purchase of environmental mitigation credits for the I-580 Eastbound HOV- Auxiliary Lane project. The environmental mitigation requirements were identified in the updated Biological Opinion issued by the U.S. Fish & Wildlife Service on November 30, 2011. Additional mitigation requirements have been identified as the result of impacts from temporary construction easements.

No further allocations are expected for the I-580 Corridor Mitigation Project (Project No. 420.3)/Tri-Valley Corridor Improvement Project (MTC RM2 Subproject No. 32.1e). This IPR has been reviewed by MTC staff:

Action 1:

An IPR update is required for the allocation of RM2 funds. It is recommended that the Commission approve the IPR update requesting an allocation of \$585,000 for environmental mitigation necessary to deliver Phase 3 of the Eastbound I-580 HOV Lane Project, which is to construct eastbound auxiliary lanes from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street in Livermore.

Action 2:

In order to comply with MTC's RM2 policies, a Commission Resolution is required to adopt the revised IPR and current allocation request. It is recommended that the Commission approve Alameda County Transportation Commission Resolution 12-0027 which may be found in Attachment C.

Action 3:

It is recommended that the Commission authorize the Executive Director, or his designee, to negotiate and execute all necessary contracts and agreements for the allocation and use of RM2 funds as discussed here and in the attached IPR.

Fiscal Impact

The budget for these services is included in the Alameda CTC's Consolidated FY 2011-12 budget.

Attachments

Attachment A: I-580 Corridor Mitigation Project Fact Sheet

Attachment B: Initial Project Report update

Attachment C: Alameda County Transportation Commission Resolution 12-0027

May 24, 2012
Agenda Item 4A

ATTACHMENT A

I-580 Corridor Mitigation Project Fact Sheet
Updated April 30, 2012

FACT SHEET – Subproject 32.1e – I-580 Corridor Mitigation Project

Subproject Description:

In order to preserve the delivery commitments of the various I-580 Corridor Improvement projects, this subproject has been created to capture and deliver the required environmental mitigations of these projects as a separate project.

Need and Purpose:

As the environmental documents for the core corridor projects are approved, various environmental mitigations projects may be required by the developing projects. There are three required mitigations identified: environmental mitigation for the I-580 Westbound HOV Lane Widening Project (subproject 32.2a) required by U.S. Fish and Wildlife Service and California Department of Fish & Game; landscape replacement required by the removal of median landscaping caused by the Eastbound I-580 HOV Lane Project (subproject no. 32.1d); and environmental mitigation for the I-580 Eastbound Auxiliary Lane Project (subproject no. 32.1d) as required by U.S. Fish and Wildlife Service and California Department of Fish & Game.

Subproject Status:

The Biological Opinion for the I-580 Westbound HOV Lane Project was issued by the United States Fish & Wildlife Service on September 17, 2009, the IS/EA was approved on October 17, 2009. The project delivery team identified the mitigation sites that met all of the requirements of the Biological Opinion and executed agreements totaling \$1,809,745. \$340,000 in RM2 funds from this subproject were used towards the initial deposit, subsequent quarterly deposits and to pay permit fees.

The scoping phase for the landscaping mitigation project has been completed and the CMA has entered into agreements with the Cities of Dublin Pleasanton and Livermore for landscape mitigation made on behalf of Subproject 32.1d. The agreements with each City identify them as the project sponsors for the landscape mitigation projects and specifying the terms and agreements for reimbursement of project costs. Reimbursement costs will not exceed \$925,000.

The updated Biological Opinion for the I-580 Eastbound HOV- Auxiliary Lane Project was issued by the United States Fish & Wildlife Service on October 26, 2011, and the environmental re-validation was approved on November 30, 2011. The current mitigation estimate totals \$406,025, not including endowment fees. Additional mitigation needs are currently being assessed, due to impacts from temporary construction easements.

Subproject Cost and Funding:

PHASE	COST	PROPOSED FUNDING- RM2
Prelim Eng/Environmental (Scoping only)	\$2,300,000	\$2,300,000
Design		
Right-of-Way		
Construction Capital/Support		
TOTAL	\$2,300,000	\$2,300,000

Subproject Schedule:

PHASE	BEGIN	END
Prelim Engr/Environmental	November 2006	November 2011
Design	January 2008	May 2012
Right-of-Way	November 2009	May 2012
Construction Capital/Support	June 2010	Nov 2014

May 24, 2012
Agenda Item 4A

Initial Project Report for RM 2, Subproject 32.1e
Updated April 30, 2012

Regional Measure 2

Initial Project Report (IPR)

I-580 – Tri-Valley Rapid Transit Corridor Improvements

#32.1e I-580 Corridor Mitigation Project

**Submitted by
Alameda County Transportation Commission**

May 2012

Regional Measure 2 Initial Project Report (IPR)

Project Title:

I-580 Corridor Mitigation Project

RM-2 Project No.

32.1e

Allocation History:

Project 32 was allocated a total of \$6,000,000 in 2004 prior to the definition of sub-projects. In 2006 specific sub-projects were defined and the 2004 allocations along with new allocations were divided amongst the sub-projects IPRs including the IPR for I-580 Corridor Mitigation.

In April 2007, \$450,000 was allocated to sub-project 32.1e for environmental studies and preliminary engineering for I-580 eastbound HOV lane project landscape mitigation.

In July 2010, \$1,265,000 was allocated to sub-project 32.1e to fund environmental mitigation in the corridor.

Previous allocations to Subproject 32.1e are summarized in the table below:

Previous Allocation Requests: I-580 Corridor Mitigation (#32.1e)

Allocation Date (No.)	Amount Allocated	Phase Requested
Apr. 25, 2007 (07366412)	\$450,000	Environmental (FY 06/07)
July 28, 2010 (11366427)	\$1,265,000	Environmental (FY 10/11)
TOTAL:	\$1,715,000	

Current Allocation Request: Mitigation for Eastbound I-580 HOV- Auxiliary Lane Project (#32.2d)

An allocation of \$585,000 is requested to make initial and subsequent quarterly deposits to a mitigation bank and to pay permit fees for subproject 32.2d, the Eastbound I-580 Auxiliary Lane Project.

New Allocation IPR Revision Date	Amount Requested	Phase Requested
April 30, 2012	\$585,000	Environmental (FY 11/12)

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 (CMA) is the Project Sponsor for the I-580 Tri-Valley Rapid Transit Corridor Improvements. The Alameda CTC is the lead agency for the PA&ED, design and right of way phases. Construction will be administered by Caltrans.

B. Project Purpose

The I-580 Corridor Mitigation Project will provide for environmental and landscape mitigation required by the I-580 Tri-Valley Rapid Transit Corridor Improvements. The I-580 corridor in the Tri-Valley area is currently ranked as one of the most congested in the Bay area. The corridor serves commuters and freight traffic between the Central Valley and various Bay area destinations. As the environmental documents for the core corridor projects are approved, various environmental mitigations projects may be required by the developing projects.

There are three required mitigations identified: environmental mitigation for the I-580 Westbound HOV Lane Widening Project (subproject 32.2a) required by U.S. Fish and Wildlife Service and Calif. Dept. of Fish & Game; landscape replacement required by the removal of median landscaping caused by the Eastbound I-580 HOV Lane Project (subproject no. 32.1d); and environmental mitigation for the I-580 Eastbound HOV- Auxiliary Lane project (subproject no. 32.1d) required by U.S. Fish and Wildlife Service and California Department of Fish & Game.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

In order to preserve the delivery commitments of the various I-580 Corridor Improvement projects, this subproject has been created to capture and deliver the required environmental mitigations of these projects as a separate project.

D. Impediments to Project Completion

No impediments to project completion have been identified.

E. Operability

N/A

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

The IS/EA, which includes the Visual Impact Assessment, for the I-580 Eastbound HOV Lane Project was approved on November 2, 2007. This document includes the required mitigation for affected landscaping. On October 26, 2011, the U.S. Fish and Wildlife Service issued an updated Biological Opinion for the project to reflect the incorporation of the Eastbound Auxiliary Lane project. The environmental re-validation was approved on November 30, 2011, and includes the environmental mitigation requirements.

Due to temporary construction easements required for the eastbound auxiliary lane project, it has been determined that additional mitigation will be required. Consultation with the U.S. Fish and Wildlife Service is underway to determine the additional mitigation needs.

On September 17, 2009, the U.S. Fish & Wildlife Service issued the Biological Opinion for the I-580 Westbound HOV Lane Project. The IS/EA for the project was approved on October 17, 2009. Environmental mitigation requirements are described in the approved Biological Assessment.

G. Design –

Preliminary design for Subproject 32.1d, the eastbound HOV lane project, has been completed. Segments 1 and 2, the eastbound HOV widening projects, have completed construction. Final design (RTL milestone) for Segment 3, the eastbound auxiliary lane project, is targeted to be completed by May 18, 2012.

Preliminary design for Subproject 32.2, the westbound HOV lane project, is complete. The project will be constructed with two construction contracts, a western segment and an eastern segment. Final design (RTL milestone) for the western segment was achieved on April 18, 2012. The eastern segment is expected to reach the RTL milestone by May 18, 2012.

H. Right-of-Way Activities / Acquisition –

N/A

I. Construction / Vehicle Acquisition -

Expenditures for mitigation are expected to be completed by December 2012.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (Scoping only)	\$2,300
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction (CON)	
Total Project Budget (in thousands)	\$2,300

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

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (Scoping only)	\$2,300
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	\$2,300

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Preliminary Engineering/Environmental (Scoping Only)	November 2006	December 2007
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	November 2006	November 2011
Final Design - Plans, Specs. & Estimates (PS&E)	January 2008	May 2012
Right-of-Way Activities /Acquisition (R/W)	November 2009	May 2012
Construction (Implement Mitigation Plan) (CON)	June 2010	Nov 2014

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

This allocation is required to purchase environmental mitigation credits for Subproject 32.1d, the Eastbound HOV- Auxiliary Lane Project. The Biological Opinion for the I-580 Eastbound High Occupancy Vehicle (HOV) Lane Project was issued by the United States Fish & Wildlife Service on October 26, 2011. The project delivery team has identified a potential mitigation site that meets all of the requirements of the Biological Opinion and has received an estimate of \$406,025, not including endowment fees. Additional mitigation will be required due to temporary construction easements.

Amount being requested (in escalated dollars)	\$585,000
Project Phase being requested	Environmental (purchase of environmental mitigation credits)
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 the RM2 IPR Resolution for the allocation being requested	May 24, 2012

Month/year being requested for MTC Commission approval of allocation	May 2012
--	----------

M. Status of Previous Allocations (if any)

Previous allocations of \$450,000 and \$1,265,000 were made in April 2007 and July 2010 for Environmental Studies and preliminary engineering, as well as for environmental mitigation. Agreements with the Cities of Dublin, Pleasanton and Livermore have been completed and landscape design is underway. The mitigation agreement for the Westbound I-580 HOV Lane project has been executed.

N. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	Scoping Phase	Project Study Report (PSR)	December 2007
2	Preliminary Engineering/ Environmental Document	Project Approval and Environmental Document (PA&ED)	November 2011
3	PS&E	Construction Contract Ready to List	May 2012
4	Right of Way	Right of Way Acquisition	May 2012
5	Construction	Construction Complete	Nov 2014

O. Impediments to Allocation Implementation

No impediments to allocation implementation have been identified.

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

RM-2 funds will be requested for the I-580 HOT Lane Project phase in Fall 2012.

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: June 1, 2012

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Stewart D. Ng

Phone: 510-208-7400

Title: Deputy Director of Programming and Projects

E-mail: stewartng@alamedactc.org

Information on Person Preparing IPR

Name: Gary Sidhu

Phone: 510-208-7400

Title: Project Manager

E-mail: gsidhu@alamedactc.org

Applicant Agency's Accounting Contact

Name: Yvonne Chan

Phone: 510-208-7400

Title: Accounting Manager

E-mail: ychan@alamedactc.org

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Alameda County

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Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 12-0027

Allocation Request for the Subproject 32.1e: I-580 Corridor Mitigation Eastbound I-580 Improvements

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 (Alameda CTC) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the Subproject 32.1e: I-580 Corridor Mitigation Project 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 Alameda CTC is requesting that MTC allocate Regional Measure 2 funds.

Now, Therefore, Be It Resolved, that the Alameda CTC 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 Alameda CTC certifies that the project is consistent with the Regional Transportation Plan (RTP);

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;

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

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

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

Resolved, that the Alameda CTC 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 Alameda CTC 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 Alameda CTC is authorized to submit an application for Regional Measure 2 funds for the Subproject 32.1e: I-580 Corridor Mitigation Project as part of the Project 32: I-580 – Tri-Valley Rapid Transit Corridor Improvements, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the Alameda CTC 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 Alameda CTC 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 Alameda CTC to deliver such project; and be it further

Resolved, that Alameda CTC 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 Alameda CTC, 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 Alameda CTC 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 Alameda CTC 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 Alameda CTC authorizes its Executive Director, or his designee, to execute and submit an allocation request for the following phase of the following subproject with MTC for Regional Measure 2 funds for a total of \$585,000 for the project, purposes and amounts included in the project application attached to this resolution;

Project	Phase	Previous Allocation Authorized	Additional / New Allocation Need	Total for Phase	Total Subproject (previous and new allocation)	Allocation Request
Value in \$ Thousands						
32.1e I-580 Corridor Mitigation	PA/ED Design	1,715	585	\$2,300	2,300	585
	Construction Right of Way					
	Total	1,715	585	2,300	2,300	585

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;

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

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Commission held on Thursday, May 24, 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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Memorandum

DATE: May 07, 2012

TO: Programs and Project Committee

FROM: Raj Murthy, Project Controls Team

SUBJECT: **I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Advertise Specialty Material Procurement Contract (Project No. 2).**

Recommendation

It is 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. The Engineers Estimate for this contract is \$4,659,000.

Background

The I-80 ICM Project will reduce congestion and delays in the 20-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects in order to stage the delivery of contracts, take advantage of the good construction bidding climate of recent years, and minimize project delivery risk to these projects by narrowing each of the contract scope. The seven sub-projects are as follows:

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

Alameda CTC staff has been working very closely with the California Transportation Commission (CTC) and Caltrans on the delivery of this regionally significant project. As the result of this partnership, CTC has allocated State Bond funds to implement Project Nos. 1, 2, 3, and 6.

Alameda CTC is responsible for Advertise, Award and Administration (AAA) the Construction phase of Projects 1, 2, 3, and 6. Construction phase for Projects 1, 3, and 6 are currently underway. It is recommended that the Commission authorize to advertise and request bids for Specialty Material Procurement Project No. 2 (491.2). A cooperative agreement has been executed with Caltrans to define role and responsibilities as well as an agreement for reimbursement of incurred capital and support costs.

Fiscal Impact

Approval of the recommended action will encumber \$4,659,000 for the project which will be reimbursed by State Proposition 1B funds. Funds to implement the project are assumed in the FY 2012/13 Alameda CTC budget.