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Scott Haggerty, Vice Chair
Nadia Lockyer
Nate Miley
Keith Carson

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Beverly Johnson

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Vice Mayor
Farid Javandel

BART
Director
Thomas Blalock

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Laurie Capitelli

City of Dublin
Mayor
Tim Sbranti

City of Emeryville
Mayor
Ruth Atkin

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Marshall Kamena

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Councilmember
Luis Freitas

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Rebecca Kaplan

City of Piedmont
Vice Mayor
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green, Chair

Executive Director
Arthur L. Dao

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

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

**Monday, January 10, 2011
12:15 P.M. or immediately
following the Planning, Policy,
and Legislation Committee
(PPLC) Meeting, whichever
occurs later**

**1333 Broadway, Suite 300
Oakland, California 94612**

Members:

Chair: Mayor Mark Green
Vice Chair: Supervisor Scott Haggerty
Supervisor Nate Miley
Mayor Ruth Atkin
Mayor Tim Sbranti
Vice Mayor Robert Wieckowski
Vice Mayor Farid Javandel
Councilmember Larry Reid
Councilmember Luis Freitas

Staff Liaisons: Matt Todd
Ray Akkawi

Executive Director: Arthur L. Dao
Clerk of the Commission: Gladys V. Parmelee

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. Anyone wishing to comment should make their desire known to the Chair.

2 CONSENT CALENDAR

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2A. Minutes of November 8, 2010 – **page 1**

3 PROGRAMS

A/D

3A. Bicycle and Pedestrian Grant Funds:

3A1. Approval of Reallocation of Measure B Funds from the San Leandro Bay Trail Slough Bridge Project – **page 7**

3A2. Approval of Measure B Funds for Bike to Work and Step into Life Promotions and Bicycle/Pedestrian Counts – **page 15**

- 3B. Approval of Revised Lifeline Transportation Program – **page 23**
- 3C. Approval of Countywide Safe Routes to School (SR2S) Program Request for Proposals Release – **page 37**
- 3D. Review Transportation Fund for Clean Air (TFCA) Program FY 2011/12 Call for Projects Information - **page 47**
- 3E. Review of Project Study Report/PID Strategy for FY 2010/11 – **page 57**

4	PROJECTS	A/D
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- 4A. Approval of Measure B Funding Allocation to the Construction Phase of the I-238 Widening Project and Authorization for Executive Director to execute the necessary Funding Agreements and/or Amendments to Funding Agreements to reflect the Allocation (ACTIA 21) – **page 61**
- 4B. Approval of Measure B Funding Allocation and Other Necessary Actions to Obtain Environmental Clearance for the ACTIA Measure B-funded I-880/Broadway-Jackson Interchange Improvement Project (ACTIA 10) – **page 65**
- 4C. I-580 Eastbound Express Lane Project - Approval of the preparation and issuance of a Request for Proposals (RFP) to obtain a System Manager contract – **page 69**
- 4D. I-580 Westbound Express Lane Project - Approval for Staff to Prepare and Release a Request for Proposals (RFP) to Prepare a Project Study Report – **page 71**
- 4E. Approval of I-580 San Leandro Soundwall Project Contract Acceptance – **page 73**

5	STAFF AND COMMITTEE MEMBER REPORTS	I
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6	ADJOURNMENT/NEXT MEETING: FEBRUARY 14, 2011
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Key: A – Action Item; I – Information Item; D - Discussion Item
(#) 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*

Glossary of Acronyms

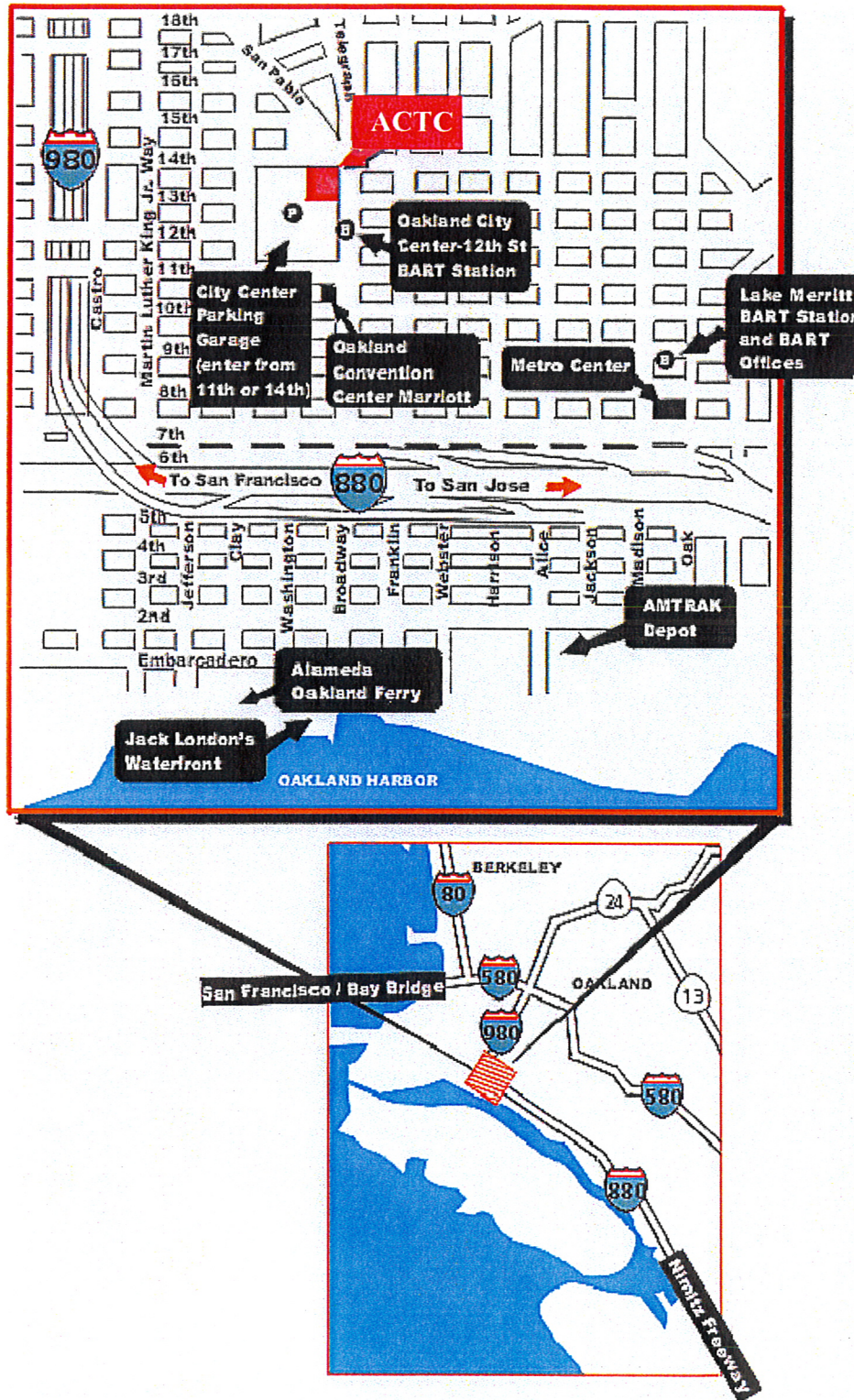
ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCM	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	PSR	Project Study Report
ADA	Americans with Disabilities Act	RM 2	Regional Measure 2 (Bridge toll)
BAAQMD	Bay Area Air Quality Management District	RTIP	Regional Transportation Improvement Program
BART	Bay Area Rapid Transit District	RTP	Regional Transportation Plan (MTC's <i>Transportation 2035</i>)
BRT	Bus Rapid Transit	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	STA	State Transit Assistance
CIP	Capital Investment Program	STIP	State Transportation Improvement Program
CMAQ	Federal Congestion Mitigation and Air Quality	STP	Federal Surface Transportation Program
CMP	Congestion Management Program	TCM	Transportation Control Measures
CTC	California Transportation Commission	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	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

ALAMEDA

County Transportation Commission

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

www.AlamedaCTC.org



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, 88, 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,
enter from 11th or 14th
Street

PROGRAMS AND PROJECTS COMMITTEE

MINUTES OF NOVEMBER 8, 2010

OAKLAND, CALIFORNIA

1 PUBLIC COMMENT

There was no public comment.

2 CONSENT CALENDAR

2A. Minutes of October 11, 2010

Vice Mayor Javandel moved for the approval of the consent calendar; Mayor Atkin made a second. The motion passed 7-0.

3 PROGRAMS

There was none this month.

4 PROJECTS

4A. Approval of Measure B Allocation to the PE/Environmental Phase and Approval of Amendment No. 3 to the Project Specific Funding Agreement with BART for the PE/Env Phase (A08-0048) for the I-580 Corridor/BART to Livermore Studies (ACTIA 26)

James O'Brien requested the Committee to recommend that the Commission approve the following actions related to the I-580 Corridor/BART to Livermore Studies project: (1) Allocate \$1.668 million in Measure B Funds for additional environmental and engineering studies; and (2) Approve Amendment No. 3 to the Project Specific Funding Agreement (Agreement No. A08-0048) with BART to encumber an additional \$1.668 million in Measure B funds for environmental and engineering studies. Supervisor Haggerty made a motion to approve staff recommendation; a second was made by Councilmember Reid. The motion passed 7-0.

4B. Acceptance of Semi-Annual Capital Projects Status Update

Arthur Dao gave an update on 13 active ACCMA-sponsored projects. He presented the current phase and estimated construction phase completion dates of the following projects per planning area:

- Planning Area 1 (North County):
 - SMART Corridors Programs – Project No. 345.0
 - I-580 Sound Wall Project in Oakland – Project No. 374.1
 - I-880 North Safety and Operational Improvements Project at 23rd/29th Avenues – Project No. 410.0
 - I-80 Integrated Corridor Mobility (ICM) Project - Project No. 491.0
 - Webster Street SMART Corridor Project - Project No. 440.0
- Planning Area 2 (Central)
 - I-880 Southbound HOV Lane Extension Project - Project No. 430.0

- I-580 Sound Walls Project in San Leandro - Project No. 374.0
- Planning Area 3 (South)
 - I-680/I-880 Cross Connector Project - Project No. 470.0
 - I-680 Express Lane Project - Project No. 210/372
- Planning Area 4 (East)
 - I-580 Eastbound HOV Lane/Aux Lane Project - Project No. 420.0/420.5
 - I-580 Westbound HOV Lane Project - Project No. 424.0
 - I-580 Eastbound High Occupancy Toll (HOT) Lane - Project No. 420.4
 - I-580 Westbound High Occupancy Toll (HOT) Lane - Project No. 424.1

Supervisor Haggerty stated that the I-580 Policy Advisory Committee recommended a two-lane HOT Lane and he suggested that the agency look at creative ways to fund this. Arthur Dao responded that a funding plan will be presented next meeting. After some discussions on the other projects, Vice Mayor Javandel made a motion to accept the status update; a second was made by Councilmember Reid. The motion passed 8-0.

4C. Approval of ACTIA Congestion Relief Emergency Funds and ACCMA CMA TIP funds to the I-80 Integrated Corridor Mobility (ICM) Project/San Pablo Avenue Arterial and Transit Improvement Project

In support of delivering the I-80 ICM Project/San Pablo Avenue Arterial and Transit Improvement Project, John Hemiup requested the Committee to recommend that the Commission: (1) Allocate an additional \$500,000 from the CMA TIP Funds to complete the project development phase; (2) Allocate an additional \$500,000 in Measure B Congestion Relief Emergency Funds (CREF) to complete the project development phase; and (3) Authorize the Executive Director to execute an amendment to the existing contract with Kimley Horn & Associates for an additional \$1.0 million for project development work on this project. Mayor Green commented that there is a need to accelerate consensus building. Mayor Atkin made a motion to approve staff recommendation; a second was made by Vice Mayor Javandel. The motion passed 8-0.

4D. Approval of Measure B Congestion Relief Emergency Funds and CMA TIP funds for the I-880 North Safety and Operational Improvements at 23rd/29th Avenues Project

Matt Todd requested the Committee to recommend that the Commission approve the following funding actions for the delivery of the I-880 North Safety and Operational Improvements of 23rd/29th Avenues Project: (1) Amend the adopted FY 2010-11 Strategic Plan to include the Project to be funded with CREF as project number ACTIA 27C with a programmed balance of \$750,000; (2) Authorize the Executive Director to execute an amendment to the Master Funding Agreement between ACTIA and ACCMA to include Project Number ACTIA 27C; (3) Approve an allocation of \$750,000 to the project development phase of Project 27C (with eligible expenses retroactive to May 8, 2009); (4) Authorize the Executive Director to execute a PSFA between ACTIA and ACCMA for the project development phase of ACTIA 27C; (5) Approve ACCMA CMA TIP funds of \$750,000 for the Project (with eligible expenses retroactive to May 8, 2009); and (6) Approve a revision to ACCMA Resolution 08-012 amending the funds available to implement the project, which authorizes the Executive Director to execute necessary

contracts and agreements for the Project. Councilmember Reid made a motion to approve staff recommendation; a second was made by Mayor Green. The motion passed 8-0.

4E. Approval of CMA TIP funds to supplement budget for the I-580 San Leandro Soundwall Project

Vivek Bhat requested the Committee to recommend that the Commission: (1) Approve \$500,000 of CMA TIP funds to supplement the budget for the I-580 San Leandro Soundwall Project budget; and (2) Authorize the Executive Director to negotiate and execute agreements including amending existing contracts for consultant services for implementation of the project. Supervisor Miley made a motion to approve staff recommendation; a second was made by Councilmember Freitas. The motion passed 8-0.

4F. Authorize the Executive Director to Execute the necessary Funding Agreements to deliver the Mission Boulevard/I-880 Interchange Phase 1B/2 Project I-880/Mission Boulevard(Route 262) Interchange Reconstruction (MB 196)

James O'Brien requested the Committee to recommend that the Commission: (1) Accept the Project Status Update for I-880/Mission Boulevard (Route 262) Interchange Reconstruction Project (ACTA MB196); and (2) Authorize the Executive Director to execute the necessary funding and implementation agreements to assist the City of Fremont and Santa Clara Valley Transportation Authority with the delivery of the Mission Boulevard/I-880 Interchange Phase 1B/2 project. Supervisor Haggerty made a motion to approve staff recommendation; a second was made by Mayor Green. The motion passed 8-0.

5 STAFF AND COMMITTEE MEMBER REPORTS

Arthur Dao informed the Committee members that Commission Retreat will be held on December 17th from 8:30 a.m. to 2:00 p.m. at the Castro Valley Library.

6 ADJOURNMENT/NEXT MEETING: NOVEMBER 8, 2010

Chair Green reminded the members that there will be no Programs and Projects Committee (PPC) meeting on December 13, 2010 and the next meeting is January 10, 2011.

Attest by:



Gladys V. Parmelee
Interim Clerk of the Commission



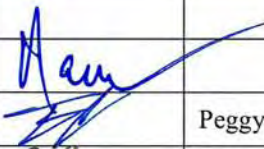


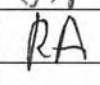
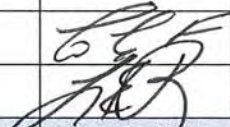
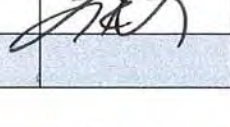
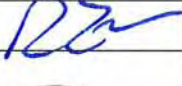

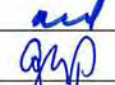


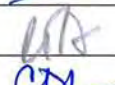

PROGRAMS AND PROJECTS COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

November 8, 2010

12:15 p.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair : Mark Green – City of Union City		Carol Dutra-Vernaci – City of Union City	
Vice Chair: Scott Haggerty – County of Alameda, District 1		Bill Harrison – City of Fremont	
Members:			
Nate Miley – County of Alameda, District 2			
Farid Javandel – City of Albany		Peggy Thomsen – City of Albany	
Tim Sbranti – City of Dublin		Kasie Hildenbrand – City of Dublin	
Ruth Atkin – City of Emeryville		Kurt Brinkman – City of Emeryville	
Robert Wieckowski – City of Fremont		Robert Wasserman – 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			
Gladys Parmelee – Executive Assistant and Clerk of the Commission			
Matt Todd - Manager of Programming			
Ray Akkawi – Manager of Project Delivery			
Claudia Leyva – Administrative Assistant III			

STAFF	Initials	STAFF	Initials
Dick Swanson - Director of Finance & Administration	DS	Anees Azad - Manager of Finance & Admin.	AA
Frank R. Furger - Chief Deputy Director		Beth Walukas - Manager of Planning	
Tess Lengyel - Programs & Public Affairs Manager		Cyrus Minoofar - Manager of ITS	CM
Yvonne Chan - Accounting Manager		Christina Muller - Administrative Manager	
Bijan Yarjani - Senior Transportation Engineer		Lei Lam - Senior Accountant	
Steve Haas - Senior Transportation Engineer		Keonnis Taylor - Programs Coordinator	
John Hemiup - Senior Transportation Engineer	JH	Arun Goel - Associate Transportation Engr.	AG
Saravana Suthanthira - Senior Transportation Planner		Linda Adams - Executive Assistant	
Diane Stark - Senior Transportation Planner		Liz Brazil - Contracts Administrator	
Vivek Bhat - Senior Transportation Engineer.	VB	Jacki Taylor - Programming Liaison	JT
Claudia Leyva - Administrative Assistant III			

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Pat Messburg	Oak/Larry Reed	510-238-7573	pmessburg@oaklandnet.com
2. Dawn Arge	Oak Co BSS #1	925-551-6995	
3. Seung Cho	PCT	(510) 267-6134	scho@actia2022.com
4. JOHN MCPARTLAND	BART	510-915-7972	JOHN@MCPARTLANDS.NET
5. Duncan Watry	BART	510-287-4840	dwatry@bart.gov
6. Hank Haugse	APM	510-350-2344	hhaugse@accma.ca.gov
7. Jesus Vargas	APM	510-835-5001	JVARGAS@ACCMA.CA.GOV
8. James O'Brien	ACTIA PCT	510-267-6106	
9. Mauricio Rivera	ACCMA/S&LEngineers	510-774-8994	mauricio.rivera@scengineers.com
10. Alan Lee	BART	(510) 464-6171	ALee@bart.gov
11.			

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Memorandum

DATE: December 23, 2010

TO: Programs and Projects Committee

FROM: Tess Lengyel, Programs and Public Affairs Manager

SUBJECT: **Bicycle and Pedestrian Grant Funds: Approval of Reallocation of Measure B Funds from the San Leandro Bay Trail Slough Bridge Project**

Recommendations:

It is recommended that the Alameda County Transportation Commission (Alameda CTC) authorize the reallocation of \$975,000 in unused Measure B Bicycle and Pedestrian Countywide Discretionary Funds (CDF) from the San Leandro Bay Trail Slough Bridge Project to the following:

1. Design costs for the San Leandro Bay Trail Slough Bridge (\$125,000);
2. East Bay Greenway for Preliminary Engineering, Environmental Clearance and Implementation Strategy to supplemental and move forward the overall Measure B grant-funded project (\$485,500);
3. East Bay Greenway project, as needed to further the overall project, or, if not needed for the overall project, then to further the implementation of the Greenway in the City of San Leandro (\$299,500); and
4. Matching funds for the federal grant for the Safe Routes to Schools BikeMobile project (\$65,000).

The Alameda CTC Bicycle and Pedestrian Advisory Committee made the same recommendation at its December 9, 2010 meeting, except they took no action on how to reallocate the \$299,500 (item #3 above). Their discussion and action is further described below.

Summary:

The City of San Leandro completed the San Leandro Bay Trail Slough Bridge project in May 2010 significantly under budget. The City had received \$1,000,000 in Measure B Bicycle/Pedestrian Countywide Discretionary Fund grant funding, of which it expended only \$25,000, leaving a total of \$975,000 in unspent Measure B grant funding. The City requested (in the letter included as Attachment A) that these funds be re-allocated to three items: (1) design costs for the Slough Bridge (2) construction of an additional portion of the Bay Trail in San Leandro along the marina and (3) supplementing the East Bay Greenway grant-funded project.

After discussions with City staff, Alameda CTC staff developed a recommendation for the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC) that (1) no funds be used for the previously paid for design costs for the Slough Bridge, (2) at least a portion of the funds be re-allocated to the Marina Bay Trail segment and to the East Bay Greenway project, and (3) that \$65,000

be used as matching funds for the BikeMobile project, which was awarded a grant by the Metropolitan Transportation Commission (MTC).

The BPAC extensively discussed this recommendation at their December 2010 meeting and ultimately made a slightly different recommendation from the staff recommendation. The BPAC supported funding for the design costs for the Slough Bridge (\$125,000), the BikeMobile project (\$65,000) and the East Bay Greenway (\$485,500). They did not support any funding for the San Leandro Marina Bay Trail project. The BPAC members were strongly against allocating funds to a project that was not in some way evaluated through the extensive grant funding cycle process, and which they felt would most likely not compete well for these funds. No action was taken by BPAC on how to allocate the remaining \$299,500 in funds.

In response to the BPAC discussion, and as further described below, Alameda CTC revised the staff recommendation to the one included in this memo. The final staff recommendation is to make the same reallocation as the BPAC recommended, but also that the \$299,500 be used for the East Bay Greenway either for furthering the overall project, if needed, or, if not needed, specifically for implementing the Greenway in San Leandro, as described in the recommendation above.

Background:

The San Leandro Bay Trail Slough Bridge Project was funded by ACTIA to close a critical gap in the Bay Trail between two existing trail segments – the Port of Oakland/Oakland Airport area and Oyster Bay Regional Shoreline in San Leandro. The project consisted of a 300-foot bridge and approximately 600-feet of new trail. ACTIA allocated a total of \$1.0 million over two CDF grant funding cycles: Cycle 1 (in 2004) for \$250,000 and Cycle 3 (in 2007) for \$750,000. The initial Measure B grant of \$250,000 in 2004 was awarded to assist the City in attracting funding to construct the project. Ultimately, the City was extremely successful and used the \$250,000 to leverage over \$1.5 million dollars in state and federal funds.

The project was completed and the new bridge opened in May 2010. The final project cost was significantly lower than anticipated, due to the economic climate. While the project cost \$2,010,000 to construct, the City accrued \$2,984,940 in funding, as described in the attached letter from the City. This left \$975,000 in unspent funds.

The City wisely expended their federal, state and regional funds first, since any unspent funds would return to the federal or state level and not necessarily benefit Alameda County. This resulted in only \$25,000 in CDF funds being spent and \$975,000 in unexpended grant funds. The City of San Leandro requested, in the attached letter, that the Alameda CTC re-allocate these unspent funds as follows:

- 1) Allow **\$125,000** of the funds to be used to pay back the City for design costs incurred for the bridge project.
- 2) Allow **\$364,500** to be allocated for design and construction of a Bay Trail segment in San Leandro (along their Marina, south of Fairway Drive which connects to the bridge project further to the north.
- 3) Allow **\$485,500** (the remaining amount) to be allocated to supplement the current East Bay Greenway CDF grant (for Preliminary Engineering, Environmental Clearance and Implementation Strategy).

Re-allocation Recommendations

Staff considered several options for how to address this request, researched how funds have been re-allocated in the past, and had discussion with City of San Leandro staff. As described in the summary, a staff recommendation was brought to BPAC, the BPAC made a different recommendation and staff revised their final recommendation to the Alameda CTC. The history of this process is described below, along with more background on the projects that could receive the re-allocated funds.

This level of unspent grant funds is unprecedented for the CDF program. Therefore, there is also no precedence for determining how to re-allocate this amount of funding. Of the \$5.5 million that has been allocated to completed CDF projects to date, only \$111,000 was left unspent (not including the San Leandro Slough Bridge project). This amount was spread over 8 projects and the largest single amount was about \$53,000. All of these funds were returned to the CDF program to be allocated in a future grant funding cycle.

Staff did not consider the option of returning all of the funds to the CDF program to be allocated in a future cycle, since it would harshly penalize the City of San Leandro for doing an exemplary job of using Measure B funds to leverage other funding, and would remove a large amount of money from San Leandro (and Central County) that had previously been allocated. It would also keep a significant amount of funding from being spent until after July 2013, when the next grant cycle funding will be available to spend.

1. City request for recouping San Leandro Slough Bridge design costs

Final Staff and BPAC Recommendation: \$125,000

Staff did not initially recommend paying for previously expended design costs for the bridge, since local Measure B pass-through funds were already expended on this, however, the BPAC did recommend this reallocation, as a way to allow the City to retain some of the initial grant funds that they were awarded. Staff now recommends that these funds be reallocated for the design costs, since this is in keeping with the initial grant award and would reward the city for leveraging the Measure B funds.

2. City request for funding the Marina Bay Trail Segment

Final Staff and BPAC Recommendation: No funding

Staff initially recommended re-allocating some amount of funding to this segment of the Bay Trail, as a way to keep some of the funding in San Leandro, as the funds were intended, while also serving the county and region, since the Bay Trail is a regional facility. However, the majority of BPAC members were strongly against reallocating any funding to this project. The BPAC does a comprehensive multi-step review and evaluation of all grant projects submitted for Countywide Discretionary Funding, and makes the final recommendation to the Commission on which projects to fund. The Marina Bay Trail did not go through this process, and the BPAC was skeptical that this project would have received funding in a competitive process. The BPAC also pointed out that the project is not a High-Priority Project in the Countywide Bicycle Plan. The BPAC also wondered if there were other projects that better fit the grant program guidelines and were in need of funding. One project was suggested. In the end, the BPAC was not comfortable with allocating a significant amount of funding to an un-evaluated project, and was especially concerned with the precedent this might set. Although several motions were made on how to use the \$299,500, in the end none passed and no action was taken on these remaining funds. In response to the BPAC concerns and arguments, staff changed their recommendation to not support funding for this project.

Marina Bay Trail Project Details: The northern point of the project begins approximately 2.6 miles south of the Slough Bridge (following the existing trails and roadways), and could be designed and constructed by the end of 2011, if enough funds were available (about \$500,000). The project would convert an existing dirt/gravel pathway that is not ADA accessible, into a 12-foot wide Class I multi-use pathway for 2400 linear feet. The new pathway would run along the Bay, and would include striping. Signage and benches would be included, as budget allows. (There is a parallel low traffic volume road near the trail.) The Bay Trail is included in both the Countywide Pedestrian and Bicycle Plans.

3. *City request for funding the East Bay Greenway*

Final Staff and BPAC Recommendation: \$485,500

Staff's initial and final recommendation is to re-allocate \$485,500 in funding to the East Bay Greenway (EBG) project for project development activities, including the environmental document. The City of San Leandro requested that the remaining unspent funds, after making their other requested re-allocations, go towards the needs of the East Bay Greenway Environmental Clearance, Preliminary Engineering and Implementation Strategy project. The City stated that it is not requesting that the funding be spent solely on that portion of the project within San Leandro. This project was funded in the CDF grant program's most recent funding cycle. The project was the highest scoring of all submitted capital projects. The BPAC concurred with this request, in large part because this project was previously evaluated and scored very well.

This major capital project of countywide significance would benefit immensely from additional funding, as described below. Multiple efforts have been made to secure additional funds to move the project forward, including a federal appropriations request, a Caltrans planning grant application, a federal earmark request, and federal (TIGER II) grant application. The only successful effort to date has been for TIGER II funding, which was submitted by the East Bay Regional Park District as part of a much larger grant request (more details are provide below).

East Bay Greenway Project Details: This major capital project will build a 12-mile trail below the BART tracks through Oakland, San Leandro, Unincorporated Areas, and Hayward. The project begins at 18th Avenue in Oakland and extends south to the Downtown Hayward BART Station. This project was initiated by Urban Ecology which developed a Concept Plan for the trail in 2008. In the last Countywide Discretionary Fund call for projects, Urban Ecology was awarded \$527,000 to conduct the environmental review for the EBG project and to develop an implementation strategy. However, due to severe staffing shortages at Urban Ecology that arose immediately after the project was funded, and the importance of having skilled project managers move this large-scale project forward, along with its overall importance as a countywide facility, ACTIA (now Alameda CTC) entered into an agreement with Urban Ecology to partner in the delivery of the grant-funded project. Urban Ecology's role was to provide outreach services, while ACTIA was to provide project management and procure a consultant team. Most recently, Urban Ecology has requested to end their agreement with Alameda CTC, since they no longer are providing fee-for-services work, and are only focusing on volunteer efforts. The Alameda CTC is now fully managing the delivery of the grant-funded project, and the completion of the EBG.

In 2010, a consultant team was selected through a competitive process to conduct the required work outlined in the grant. As a result of professional team evaluations of the project and its size and complexity, it has been determined that the \$527,000 in grant funds is not adequate to complete the environmental phase, nor the remaining elements of the grant. The currently allocated funding would result in a Draft Environmental document only. Completion of the environmental phase is crucial to

be able to compete successfully for grant funding opportunities to secure construction funding for this project, which is anticipated to cost about \$35 million to build.

The project will require an estimated \$1,000,000 for the environmental clearance, preliminary engineering and implementation strategy, including \$100,000 for outreach activities to ensure that the community supports the final project. Given the current EBG grant funding amount of \$527,000, approximately \$500,000 in additional funding is needed to complete the environmental and preliminary engineering phases and implementation strategy. Without additional funding, the consultant will complete the draft environmental document by Summer 2011, and the project will not move forward until further funding is found. Staff and the consultant are working to identify and compete for new funding sources.

Additionally, Alameda CTC's completion of the environmental phase is leveraging the recently acquired federal TIGER II funding, which will be used for design and construction of one segment of the EBG. As mentioned earlier, the EBRPD application for TIGER II funding was for a range of projects. However, the EBRPD received just 40% of its overall funding request, and all proposed projects were re-scoped. The EBRPD allocated \$1.7 million to design and construct the EBG project, as part of a \$2.1 million project to construct the first segment between Coliseum BART and 85th Avenue in Oakland by 2013.

4. Staff Recommendation for BikeMobile Matching Funds

Final Staff and BPAC Recommendation: \$65,000

Staff initially recommended, and still recommends, that \$65,000 be used as the matching funds for the BikeMobile competitive grant, which will bring bicycle repair, instruction and promotion to schools and other sites. This grant was approved by MTC in October 2010, and will leverage \$500,000 in additional funds for the Alameda County Safe Routes to Schools Program. The BPAC concurred with this recommendation.

The Alameda CTC authorized the agency to be the public sponsor of the BikeMobile project and allocate the required \$65,000 in matching funding from one of three sources. Staff explored using Transportation Development Act (TDA) and Transportation Funds for Clean Air (TFCA) funds for this match; however, recipient cities of TDA funds were not comfortable with this approach and did not approve the TDA funds for the match. Staff evaluated using the TFCA funds as a match and found that only approximately \$40,000 would qualify on this project and that the significant reporting requirements for the TFCA funds would be overly burdensome. Instead, staff recommended that \$65,000 in TFCA funds be provided to San Leandro's Lynx Shuttle, which transports passengers from BART to the industrial area of the city. San Leandro already must do reporting for TFCA funds for this project and the project actually results in a higher TFCA fund eligibility amount. Therefore, staff recommends \$65,000 of the San Leandro Slough unexpended funds be used as the required match for the BikeMobile project.

5. Staff recommendation for further East Bay Greenway funding to benefit San Leandro

Final Staff Recommendation: \$299,500

BPAC Recommendation: No action

Once all of the above allocations are made, an additional \$299,500 remains in unallocated funds from the San Leandro Slough Bridge project. Staff is recommending that these funds be allocated to the East Bay Greenway project (described in item #3 above) to further the *overall* EBG project, such as for the environmental document, if these funds are needed. If however, they are not needed for the *overall* project, the funds would be used to implement the EBG within the City of San Leandro limits.

Staff conferred with City of San Leandro staff and they are amenable to this recommendation. The BPAC did not make a recommendation for the use of this \$299,500 in funds.

Fiscal Impacts:

This action will result only in the reallocation of funds that were already allocated from the Measure B Bicycle and Pedestrian Safety Funds; no new funding will be expended via this action.

Attachments:

- A. Letter Request from San Leandro

City of San Leandro
Civic Center, 835 E. 14th Street
San Leandro, California 94577



August 3, 2010

Tess Lengyel, Programs and Public Affairs Manager
ACTIA
426 - 17th Street, Suite 100
Oakland, CA 94612

FILE COPY

RE: Request for Funding – ACTIA Project No. A04-0017

Dear Ms. Lengyel:

The City of San Leandro has successfully completed the San Leandro Bay Trail Slough Bridge, Project No. A04-0017. The Alameda County Transportation Improvement Authority (ACTIA) support of this project was a major reason for its completion. The Authority's willingness to allow extensions and award additional support were important keys in the success of the project. The ACTIA grant awards leveraged the projects ability to assemble a fully funded program to allow construction of the project. What was not expected where the extremely favorable economic conditions that allowed the project to be constructed well within budget and in fact not require the use of all of the ACTIA awarded grant funds. However without the awarded ACTIA grant funds, the project would have never been able to successfully attract awards from other sources and therefore ACTIA's pledge of funds help secure and construct the project.

Considering the fortunate circumstance, the City would like to request that with the remaining funds that the City be allowed to recoup cost from the design phase. The Slough Bridge design cost the City would like to recoup is \$125,000. Additionally we respectfully request that the remaining funds be used for additional Bay Trail construction and supplement the Engineering, Environmental Clearance and Implementation Strategy for the East Bay Greenway Project. The City would use the recouped bicycle and pedestrian project funds specifically for completing portions of the Bay Trail between San Leandro Slough Bridge and our Marina Park. We would also advocate for using the remaining funding for the East Bay Greenway Project that is currently being managed by ACTIA. The additional funds for the East Bay Greenway Project will allow for stronger community outreach and consensus building for a project that has incredible potential to increase active transportation in our community. This work will benefit Oakland, San Leandro, Hayward and Alameda County residents by ensuring that their input is consistently including in this important project.

The tables below review our funding and expenditures for the Slough Bridge project and reflect the project savings during the construction phase.

Tony Santos, Mayor

City Council:	Michael J. Gregory;	Jim Prola;	Ursula Reed;
	Diana M. Souza;	Joyce R. Starosciak;	Bill Stephens

Funding		Expenses	
ABAG	\$175,000.00	Civil Consultant	\$203,365.45
City (Meas. B)	\$125,000.00	Environmental Consultant	\$137,543.00
EBRPD	\$144,428.00	City Staff	\$77,611.25
		EBRPD Staff	\$6,885.00
		Permits & Misc.	\$19,023.30
Total	\$444,428.00	Total	\$444,428.00

Following is the project's preliminary Construction Phase accounting:

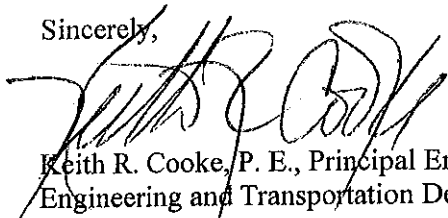
Funding		Expenses	
CMAQ	\$750,000	Construction	\$1,825,000
TEA-LU	\$539,940	Consultant	\$77,000
RTP	\$395,000	Special Inspection	\$20,000
ABAG	\$300,000	City Admin/Inspect	\$74,000
ACTIA	\$1,000,000	Misc	\$10,000
Total	\$2,984,940	Total	\$2,006,000

Therefore the remaining balance = \$979,000

Again the City respectfully request that \$125,000 be reimbursed for project expenses and \$364,500 be allocated for design and construction of Bay Trail segments for a total of \$489,500. The entire \$489,500 will be used for the design and construction of the adjacent Bay Trail segment from the Slough Bridge to the City's Marina Park. The improvements will include new paved path way striping, signage and other enhancements to the City's portion of the Bay Trail that would improve the connection to the new bridge. We recommend that the remaining half of the balance be used to supplement the Engineering, Environmental Clearance and Implementation Strategy for the East Bay Greenway Project.

We see this proposed funding alternative as an excellent way of using the awarded funds for not only the benefit of the residents of the City of San Leandro but also the surrounding citizen in the communities of Oakland, Hayward and Alameda County. If you have any questions, please feel free to contact me at 510-577-3439.

Sincerely,



Keith R. Cooke, P. E., Principal Engineer
Engineering and Transportation Department

Attachment: Sketch

cc: K. Joseph, J. O'Driscoll, T. Peterson, U. Udemezue

GA_PDBay Trail Slough Bridge\3. Financial Documents\3.4 Billings\ACTIA\Request for Funding Use.doc

Memorandum

DATE: December 23, 2010

TO: Programs and Projects Committee

FROM: Tess Lengyel, Programs and Public Affairs Manager

SUBJECT: **Bicycle and Pedestrian Grant Funds: Approval of Measure B Funds for Bike to Work and Step into Life Promotions and Bicycle/Pedestrian Counts**

Recommendations:

It is recommended that the Alameda County Transportation Commission (Alameda CTC) authorize the use of up to \$30,000 from the Measure B Countywide Bicycle and Pedestrian Safety Funds to:

- Contribute \$10,000 to the local and regional funding for Alameda County's 2011 Bike to Work Day promotion,
- Contribute up to \$5,000 to leverage additional funding for promoting the new Step into Life pedestrian campaign, and
- Conduct bicycle and pedestrian counts at a minimum of 30 locations throughout Alameda County in 2011 for \$15,000, as part of the annual countywide count program.

The Alameda CTC Bicycle and Pedestrian Advisory Committee concurred with this recommendation at its December 9, 2010 meeting.

Summary:

Bike to Work Day: The \$10,000 in funding would contribute toward implementing the countywide "Get Rolling" advertising campaign, which has been coordinated with Bike to Work Day over the past three years and promotes bicycling for all purposes (see Attachment A for 2010 ads). The Alameda CTC (both ACTIA and ACCMA) contributed toward this effort in each of the previous three years. The requested \$10,000 in Measure B funds would be combined with \$10,000 in Transportation Fund for Clean Air (TFCA) funding that the ACCMA committed last year for the 2011 effort, for a total of \$20,000 from Alameda CTC. Alameda CTC staff also would provide in-kind support, through staffing and existing consultant contracts, which would be dedicated primarily to the advertising campaign and to media outreach. Also through TFCA funding and as directed by the former ACCMA Board, the Alameda CTC is evaluating the effectiveness of the Bike to Work Day effort and the Get Rolling campaign via telephone and web-based surveys. The results of this evaluation, which will be brought to the Commission once completed, will guide improvements to the 2011 and future Bike to Work Day efforts, including the promotion of bicycling in Alameda County.

Step into Life Walking Campaign: Up to \$5,000 in funding would be used to further implement and enhance the new Step into Life walking campaign, which was launched in October 2010 with a new website (RideStrideArrive.org) and a promotional handout. The overall campaign, developed to encourage adults to walk more, is proposed to include an advertising campaign, an enhanced website, and more outreach. The proposed funding amount would be used to leverage additional funding from outside sources to implement this effort.

Countywide Bicycle/Pedestrian Annual Count Program: The \$15,000 in funding would be used to conduct bicycle and pedestrian counts at a minimum of 30 sites throughout the county in 2011. The Alameda CTC has conducted bicycle and pedestrian counts annually since 2008 in coordination with other partners. This, now annual, count program is helping the County to better understand bicycling and walking trends over time, and to estimate the effectiveness of funding for these modes. For 2010, the former ACTIA Board allocated \$20,000 for the counts, which were conducted in September and of 2010. These count results should be available by December 31, 2010. After its experience with conducting these counts in 2010, Alameda CTC believes that \$15,000 should be sufficient to conduct these counts and analyze the data in 2011.

Background:

Bike to Work Day & Get Rolling Campaign

On May 12, 2011, Alameda County residents and employees will participate in the region's 17th annual Bike to Work Day promotion. This statewide event encourages people to bicycle to work and school, and promotes safe bicycle riding. Based on counts at energizer stations, the number of bicyclists participating in Bike to Work Day in Alameda County has grown 160 percent since 2006, as shown below:

- 4,235 cyclists in 2006
- 5,350 cyclists in 2007
- 6,682 cyclists in 2008
- Over 10,000 cyclists in 2009
- About 11,000 cyclists in 2010

Bike to Work Day (BTWD) 2010 and the many of other events leading up to it were a big success:

- Increase in East Bay and all Bay Area bicyclists by 10% from 2009 to 2010.
- Increase in the number of energizer stations available to bicycle commuters throughout the East Bay by over 20%, from 83 in 2009 to 101 in 2010.
- Increase in sponsorship support by 20% from 2009 to 2010, amounting to \$68,000.
- Increase in web hits by 10% from 2009 and a significant increase in Facebook fans.
- The largest Bike Away from Work Party to date, with approximately 600 cyclists.
- Introduced the Bike-Friendly Business Awards and the Bay Bridge Bike Commuters Feature.
- Record-breaking number of bicyclists at UC Berkeley's Sproul Plaza energizer station - over 700 bicycle commuters came out in the morning, surpassing all previous East Bay energizer station counts.

A base amount of funding for BTWD is provided by MTC to the Bay Area Bicycle Coalition (BABC) to organize the regional Bike to Work Day activities. In turn BABC provides funding to each County to organize county-level promotional activities such as energizer stations, the Team Bike challenge and outreach. Each county must designate a "lead agency" to be responsible for these county-level activities. In Alameda County, the East Bay Bicycle Coalition (EBBC) is the lead agency. EBBC

organizes many safety, encouragement and fun activities (as listed above) to promote bicycling in the months leading up to BTWD, and on BTWD.

For the past three years EBBC and the Alameda CTC have worked collaboratively on an advertising campaign that runs parallel with BTWD and promotes bicycling for all purposes. This ad campaign, called “Get Rolling,” was started in 2008, and runs for the four weeks leading up to BWTD. Each year, EBBC has raised more funding for this campaign than in the past: \$68,000 in 2010, \$57,000 in 2009 and \$30,000 in 2008. These funds, plus in-kind staffing from Alameda CTC and EBBC, covered the development of the print advertising campaign, plus the purchase of ad space.

For 2011, the Alameda CTC has already committed to provide \$10,000 in TFCA funding (this action was taken by the former ACCMA Board). In addition, staff proposes to provide \$10,000 in Measure B Bicycle/Pedestrian Safety funds. Over the past three years, ACTIA provided \$10,000 each year, which was targeted to the Get Rolling campaign. In 2010, the CMA also provided \$10,000 in TFCA funding. As in the previous years, Alameda CTC’s funding for this year’s Bike to Work Day program is aimed at purchasing ad space for the “Get Rolling” advertisements on bus shelters, buses, billboards, street pole banners, etc. In addition to staff time working on the ad campaign, Alameda CTC staff and consultants will also assist with media outreach for the county, which includes reaching out to television and radio contacts, promoting the Bike Commuter of the Year Award, and reaching out to local agencies, including transit agencies.

The Countywide Bicycle and Pedestrian Plans both identify the promotion of bicycling and walking as priorities for the county. Bike to Work Day is a regionally and statewide recognized effort with Alameda CTC as a key participant.

At the request of the former ACCMA Board, Alameda CTC staff are working with a consultant to evaluate the effectiveness of Bike to Work Day and the Get Rolling ad campaign. Two sets of random countywide telephone surveys and web-based surveys of BTWD participants will be conducted (once in 2010 and once in 2011). The recommendations resulting from this evaluation will be brought to the Commission once completed, and will be used to make adjustments and improvements to the 2011 and future Get Rolling ad campaigns.

“Step into Life” Walking Campaign

Alameda CTC recently developed a countywide walking promotional campaign, called “Step into Life,” the first phases of which were launched in 2010. The campaign is targeted to adults, a population that walks at a significantly lower rate than children and seniors. In addition, unlike for the other age groups, there are no efforts that promote walking to adults. This countywide campaign, which was introduced to the Commission in October 2010, has five proposed elements: an ad campaign (envisioned to be similar to the Get Rolling one), incentives/giveaways, a walking challenge, a Facebook page, and a website.

In October, Alameda CTC launched a new “Step into Life” website, which is currently housed within the ACTIA website. It has tools for walking more, links to places to walk, and a variety of links to walking events in Alameda County. There is also information about taking the “Step into Life Challenge” to walk more. The website can be found using RideStrideArrive.org, which is an overall brand “tagline” developed for the Get Rolling campaign, the Step into Life campaign and for Safe Routes to Schools.

Also in October, Alameda CTC released the Step into Life promotional flyer, which has tips for walking more, reasons to walk, information about the Challenge, and a link to the website. It includes a ruler as a way to make the piece more useful and something that people will hold onto. These promotional pieces are being distributed by Alameda CTC at events, via the Safe Routes to Schools program (to parents, teachers, etc), and by other partners.

Staff recommends that up to \$5,000 be designated to leverage outside funding to launch the advertising campaign and to enhance the overall campaign (for example, to develop a stand-alone website). Staff will approach foundations and apply for grants to gather funding to implement the ad campaign and to promote the overall program. It is hoped that having some “seed” money will make receiving outside funding more likely.

Countywide Bicycle/Pedestrian Annual Count Program

Anecdotal reports suggest that walking and bicycling have increased in Alameda County; however, there is little consistent data on bicycle and pedestrian volumes, unlike for motor vehicle traffic. Consistent data on bicycling and walking volumes will help accurately measure trends and levels of walking and bicycling in the county. Count data would benefit countywide planning efforts, and local and regional agencies. The Countywide Bicycle and Pedestrian Plans both identify the need for count data.

In 2007, the former ACTIA Board approved the use of \$25,000 from the Countywide Bicycle and Pedestrian Safety Funds to augment a Caltrans grant held by UC Berkeley’s Traffic Safety Center (now called SafeTREC) to perform bicycle and pedestrian counts at specific locations throughout Alameda County. Counts were conducted at 50 intersections in 2008. ACTIA used some of this funding to acquire four portable bicycle and pedestrian automated counters and two in-pavement automated bicycle counters that are being used by Alameda CTC and local agencies to collect continuous data at selected locations (one automated counter was stolen and will be replaced).

In 2009, volunteers who were trained by SafeTREC, conducted a set of bicycle and pedestrian counts at some of the same locations counted in 2008. While these counts provided usable data, staff does not recommend using volunteers for future counts, in order to save staff time, and to ensure that accurate and consistent counts are collected.

In 2010, the former ACTIA Board approved \$20,000 to be used to hire a contractor to conduct bicycle and pedestrian counts at a minimum of 30 locations throughout the county. Alameda CTC had the opportunity to partner with MTC in a regional count effort that they were implementing. Alameda CTC was able to have 50 count locations added to the 13 that MTC was conducting in the county (along with another 87 around the region), for a far more cost effective price than had been anticipated. The counts were done in September and October, and the results should be available by December 31, 2010. The designated funding will also be used to analyze the data and develop a report comparing the 2010 data to previous year count data.

Alameda CTC recommends continuing this annual bicycle/pedestrian count program, to have long-term trend data for the county. For 2011, staff recommends \$15,000 to be used to do counts at a minimum of 30 locations. If possible, Alameda CTC will again partner with MTC which will likely save money by resulting in a lower price per count location and eliminating the need for Alameda CTC to do a procurement process. Staff believes that the requested \$15,000 should be sufficient, even if the cost per count location is higher in 2011 than 2010, which is likely.

Fiscal Impacts:

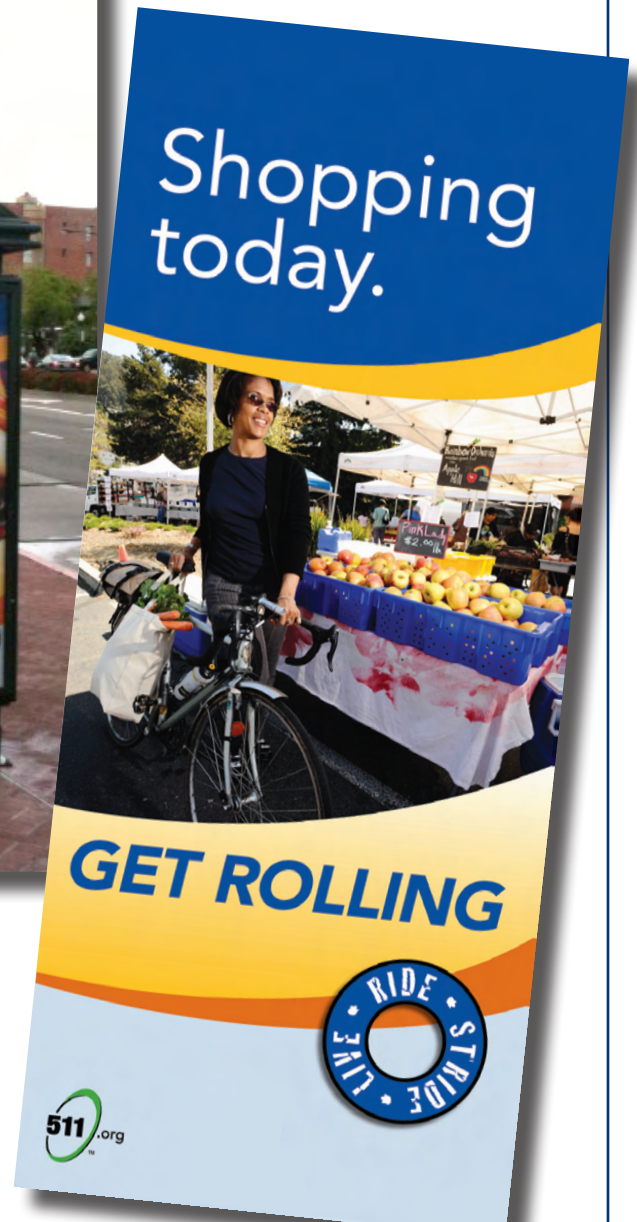
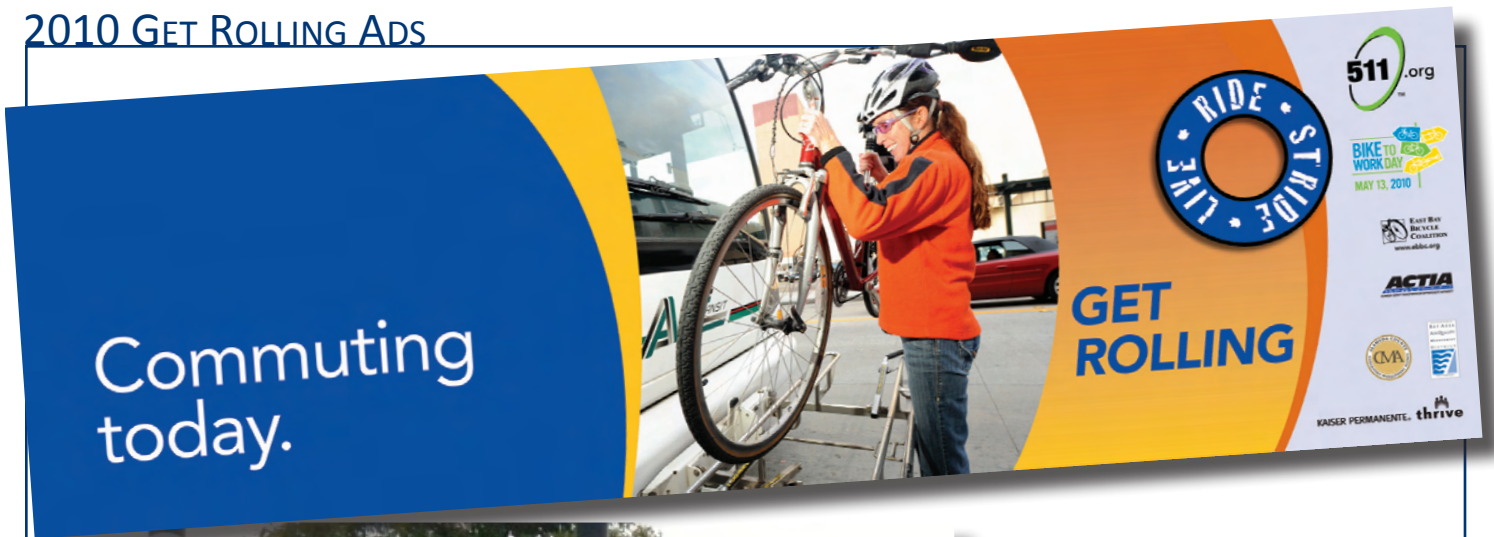
This action will result in up to \$30,000 from the Measure B Bicycle and Pedestrian Safety Funds being expended.

Attachments:

A. Get Rolling Photos 2010

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2010 GET ROLLING ADS



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

www.AlamedaCTC.org

Memorandum

DATE: December 21, 2010

TO: Programs and Projects Committee

FROM: Diane Stark, Senior Transportation Planner

SUBJECT: **Approval of Revised Lifeline Transportation Program**

Recommendations:

It is recommended that the Alameda CTC Board approve: 1) an additional \$12,485 for AC Transit for the Lifeline Transportation Program and 2) allow the Executive Director to approve up to \$50,000 of future budget adjustments for the Lifeline Program from the approved Lifeline program of projects, consistent with prior direction from the Board.

Summary:

MTC staff has identified \$12,485 in additional FY11 Interim Cycle State Transit Assistance (STA) funds that are available to the Lifeline Program in Alameda County due to differences between MTC's earlier fund estimates and the actual funding provided by the state. (See Attachment A) This is Alameda County's share of \$45,564 of additional Lifeline funds for the region. Due to the nature of adjustments to the STA fund estimates for this program, it is recommended that minor fund adjustments, of up to \$50,000, be at the discretion of the Executive Director, consistent with the approved Lifeline program of projects, and that staff bring quarterly summaries to the Commission about future adjustments.

Discussion:

On December 15, 2010, the MTC Commission approved Resolution 3965, directing counties to program the additional \$45,564 in STA funding for the Lifeline Transportation Program to support projects that have additional eligible funding needs and are already claiming FY11 Interim STA funds. (See Attachment B) MTC recommended that the fund adjustment for the Lifeline Transportation Program be directed to support transit operations serving low-income communities. The MTC Commission recommended that the adjusted amounts be programmed by Counties by January 2011. Alameda County's portion of the additional funding, based on population share, is \$12,485.

The second cycle Lifeline Transportation Program of projects was approved by the ACCMA Board on December 11, 2008, based on an estimate of state funding available for the program. Since then, the state budget estimates were revised four times, in April 2009, October 2009, February 2010 and June 2010, ranging from \$2 million to \$3.1 million each time. Each

adjustment was reviewed and approved by the ACCMA Board. As part of its approval of the adjusted budget for the Lifeline Program in April 2009, the ACCMA Board recommended that future fund adjustments be applied to transit projects that were effected by state budget reductions.

Consistent with recommendations from MTC in December 2010, and the ACCMA Board in April 2009, it is recommended that the additional \$12,485 be programmed to AC Transit for services to Lifeline communities. (See Attachment C) The only other transit operator in the approved Cycle 2 Lifeline program of projects is LAVTA, who has received their full funding request for this second cycle of the Lifeline program.

To streamline programming of future, minor fund adjustments to the Lifeline Program and to be responsive to timely needs for transit operators who have been impacted by state budget cuts, it is recommended that the Executive Director approve further fund adjustments to the Lifeline program that are less than \$50,000, among the approved Lifeline program of projects, and consistent with prior direction from the Board. It is also recommended that staff report any such funding adjustments to the Alameda CTC Commission on a quarterly basis.

Fiscal Impacts:

This item does not affect the Alameda CTC budget. STA programming is directly encumbered by the sponsor agency.

Attachments:

- | | |
|--------------|---|
| Attachment A | Lifeline FY 2010 and FY 2011 STA Funds |
| Attachment B | MTC Resolution No. 3965, FY 2011 Interim Lifeline Transportation Program Guidelines and Funding |
| Attachment C | Proposed January 2011 Revision to the Lifeline Transportation Program |

Lifeline FY 2010 and FY 2011 STA FUNDS

County/Claimant	Lifeline FY11 STA Funds -Previous Estimate	Lifeline FY11 STA Funds - New Estimate	Difference
ALAMEDA total	\$ 3,069,147	\$ 3,081,632	\$ 12,485
AC Transit Existing Service Preservation	\$ 2,925,147		
LAVTA Route 14	\$ 144,000		
CONTRA COSTA total	\$ 1,400,158	\$ 1,405,854	\$ 5,696
Tri Delta Transit	\$ 51,132		
AC Transit	\$ 732,430		
WestCAT	\$ 262,061		
County Connection	\$ 354,535		
MARIN total	\$ 302,434	\$ 303,664	\$ 1,230
Marin Transit	\$ 151,217		
Golden Gate Transit	\$ 151,217		
NAPA total	\$ 190,422	\$ 191,196	\$ 774
NCTPA Paratransit Vehicle Purchase	\$ 190,422		
SAN FRANCISCO total	\$ 1,691,391	\$ 1,698,272	\$ 6,881
MTA Bus Service Restoration	\$ 1,691,391		
SAN MATEO total	\$ 795,290	\$ 798,525	\$ 3,235
SamTrans	\$ 795,290		
SANTA CLARA total	\$ 2,430,675	\$ 2,440,562	\$ 9,887
VTA	\$ 2,430,675		
SOLANO total	\$ 616,070	\$ 618,576	\$ 2,506
Vallejo Route 85	\$ 125,000		
Vallejo Route 1	\$ 200,000		
Dixon Saturday/Weekend Service	\$ 222,685		
Fairfield Route 30 Saturday Service	\$ 68,385		
SONOMA total	\$ 705,680	\$ 708,550	\$ 2,870
Healdsburg Transit	\$ 17,086		
Petaluma Transit	\$ 83,729		
Santa Rosa CityBus	\$ 234,191		
Sonoma County Transit	\$ 370,674		

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Date: June 23, 2010
W.I.: 1311
Referred by: PAC

ABSTRACT

Resolution No. 3965

This Resolution adopts the Program Guidelines for Lifeline FY 2010 and FY 2011 STA Funds.

The following attachment is provided with this Resolution:

Attachment A— FY 2011 Interim Lifeline Transportation Program
Guidelines and Funding

Further discussion of the Program Guidelines for Lifeline FY 2011 STA Funds is provided in the Programming and Allocations Committee summary sheet dated June 9, 2010.

Date: June 23, 2010
W.I.: 1311
Referred by: PAC

RE: Program Guidelines for Lifeline FY 2010 and FY 2011 STA Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3965

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC adopted Resolution 3837, which established a consolidated policy for State Transit Assistance (STA) – population-based funds, including a set percentage to the Lifeline Transportation Program; and

WHEREAS, the California state legislature has restored STA funds for FY 2010 and FY 2011 after previous legislative cuts affecting the Second Cycle Lifeline Program; and

WHEREAS, the three-year Second Cycle Lifeline Transportation Program, including all previously committed STA funding, was programmed prior to the availability of these FY 2010 and FY 2011 STA funds; and

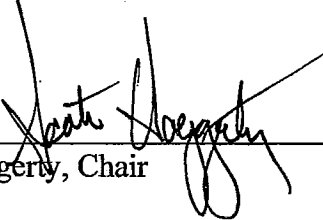
WHEREAS, a Third Cycle Lifeline Transportation Program will be developed following a program evaluation process currently under way; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to program the FY10 and FY11 STA funds to the Lifeline Transportation Program on an interim basis during FY 2011; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration of Lifeline FY 2010 and FY 2011 STA Funds, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above Resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California on June 23, 2010.

Date: June 23, 2010
W.I.: 1311
Referred by: PAC

Attachment A
MTC Resolution No. 3965
Page 1 of 4

FY 2011 Interim Lifeline Transportation Program Guidelines and Funding

Program Goals: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP). While preference will be given to CBTP priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects. Existing transportation services may also be eligible for funding.

Program Administration: The Lifeline Program is administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Congestion Management Agency
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

Funding: Funding for this interim programming cycle comprises FY 2010 and FY 2011 State Transit Assistance (STA) funds, as shown in Table A. Funding amounts will be assigned to each county based on the county's share of poverty population consistent with the estimated distribution outlined in Table A. Lifeline Program Administrators will assign funds to eligible STA claimants. Funded projects must meet the eligibility requirements of the funding source.

Only public transit operators that are eligible STA claimants are eligible to receive funds. MTC will allocate funds directly through the annual STA claims process.

One-Year Programming: These guidelines will cover a one-year funding cycle for FY 2010–11.

Eligible Projects: In an effort to address the sustainability of fixed-route transit operations, funds shall be allocated directly to transit operators for Lifeline transit needs within the county. Rationale for the use of the funds for Lifeline purposes must be provided before transit operators can claim funds. Projects will be subject to Lifeline Program reporting requirements.

Program Match: No match is required.

Project Identification: In counties with multiple transit agencies, Lifeline Program Administrators will work with public transit operators to develop a distribution mechanism for the county's available funding among eligible STA claimants. MTC will not approve allocation requests from operators in these counties until actions confirming the distribution amounts are received from the respective policy board(s) of the Lifeline Program Administrators.

For transit operators that serve multiple counties, Lifeline Program Administrators are encouraged to coordinate their discussions of distributions to address these agencies' Lifeline needs.

Projects identified in Community Based Transportation Plans (CBTPs), countywide regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern are eligible. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies (including transit-dependent riders), as applicable.

Eligible operating projects, consistent with STA requirements, may include (but are not limited to) new or enhanced fixed route transit services, restoration or continuation of Lifeline-related transit services eliminated due to budget shortfalls, or shuttles.

Eligible capital projects, consistent with STA requirements, may include (but are not limited to) purchase of vehicles; bus stop enhancements, including the provision of bus shelters, benches, lighting or sidewalk improvements at or near transit stops; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Attachment 1 for additional details about eligibility.

Project Delivery: All projects funded will be subject to a “use it or lose it” policy based on MTC obligation deadlines and project delivery requirements. All projects will be subject to a “use it or lose it” policy.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator. The appropriate governing board shall resolve that approved projects not only meet Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery and eligibility requirements. An exception to this requirement will apply in counties where there is a single transit operator eligible to claim Lifeline STA funds.

Project Oversight: Lifeline Program Administrators will be responsible for oversight of projects funded under the county programs and ensuring projects meet project delivery requirements. In addition, Lifeline Program Administrators will ensure, at a minimum, that projects substantially carry out the activities approved by their respective boards. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals.

Lifeline Program Administrators are responsible for programmatic and fiscal oversight of Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g. number of trips, service hours, etc.), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital-related projects, project sponsors are responsible to establish milestones and report on the status of project delivery. All reports containing performance measures will be forwarded to MTC for review and overall monitoring of the Lifeline Transportation Program.

Timeline Summary

Action	Due Date
Lifeline Program Administrators submit policy board-approved distribution of available funds for eligible claimants to MTC	July 30, 2010
Eligible claimants submit claims to MTC for approved amounts	Pending Lifeline Program Administrator submittal of board-approved distributions to MTC
All FY 11 Lifeline STA claims submitted to MTC	September 30, 2010

**Table A - Estimated Lifeline STA Funding by County
FY 2011**

County	Regional Poverty Population Share	Amount
Alameda	27.40%	\$3,069,147
Contra Costa	12.50%	\$1,400,158
Marin	2.70%	\$302,434
Napa	1.70%	\$190,422
San Francisco	15.10%	\$1,691,391
San Mateo	7.10%	\$795,290
Santa Clara	21.70%	\$2,430,675
Solano	5.50%	\$616,070
Sonoma	6.30%	\$705,680
Total	100.00%	\$11,201,265

ATTACHMENT 1

Lifeline Transportation Program Interim Funding Cycle, FY 2010–11

Funding Source Information

	State Transit Assistance (STA)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA11-17-2009B.pdf
Use of Funds	For public transportation purposes including community transit services
Eligible Recipients	Transit operators who are eligible STA claimants
Eligible Projects	<p><u>Transit Capital and Operations</u>, including:</p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (i.e. GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities.
Lifeline Program Local Match	None
Estimated timing for availability of funds to project sponsor	Transit operators can initiate claims immediately following MTC approval of the FY 2011 fund estimate and Lifeline Program Administrator board approval of county's FY11 Lifeline program.
Accountability & Reporting Requirement	Transit operators must submit annual ridership statistics for the project, first to Lifeline Program Administrators for review, and then to MTC at the conclusion of the annual claim period.

Lifeline Transportation Program: Proposed January 2011 Revision

			(\$x1,000)							
			Lifeline Program - as of January 2011					Funding Recommendation (Program as of Janaury 2011)		
			Tier 1 \$5.31		Tier 2 \$7.98					
Project Rank	Sponsor	Project/Program & Description	STA (\$4.527M)	JARC (\$.787M)	STA (\$4.208M)	Prop. 1B (\$2.885M)	JARC (\$.873M)	Operations	Capital	Total Recommendation
Recommended Projects										
1	San Leandro Transportation Management Organization	San Leandro LINKS Shuttle: Service from San Leandro BART to employment & family services in W. San Leandro.		\$ 405				\$ 405		\$ 405
2	BART/Oakland Public Library, West Oakland Branch	A Quicker, Safer Trip to the Library to Promote Literacy: Continued shuttle service for Oakland pre-school and schoolchildren, teachers and parents to the W. Oakland Library.	\$ 219					\$ 219		\$ 219
3	Alameda County	Meekland Avenue Transit Access Improvements: Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs and lighting.				\$ 2,500			\$ 2,500	\$ 2,500
4	Alameda County	Hacienda Ave Transit Access Improvements: Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.				\$ 160			\$ 160	\$ 160
5	AC Transit ¹	AC Transit Existing Service Preservation in Communities of Concern: Continue existing services on Lines 63, 47, 40, 40, 91, 93, serving Alameda, Oakland, San Leandro, Ashland, Cherryland, & South Hayward.	\$ 4,220		\$ 3914 + \$ 12.5		\$852	\$ 8,986 \$ 8,998.5		\$ 8,986 \$ 8,998.5
6	East Bay Bicycle Coalition/ Cycles of Change ²	Neighborhood Bicycle Centers: Bike distribution and education programs in Oakland and Alameda		\$ 314				\$ 314		\$ 314
7	LAVTA ³	WHEELS Route 14 Service Provision Continue service from residential Livermore to downtown business areas and regional transit at Livermore Transit Center.	\$ 89	\$ 67	\$144		\$ 21	\$ 321		\$ 321
8	BART	Environmental Justice Access to BART Tier 2: Install secure bike parking at N. Berkeley & Berkeley stations.				\$225			\$ 225	\$ 225
9	LAVTA	WHEELS Route 14 Civic Center Busway & Stops: Construct turnaround busway and two bus stops with shelters and benches at Civic Center, adjacent to houses, employment and social services.			\$ 150				\$ 150	\$ 150
Total Recommendation:			\$ 4,528	\$ 786	\$ 4,221	\$ 2,885	\$ 873	\$ 10,258	\$ 3,035	\$ 13,293

Notes

1. Additional \$12,485 of STA for AC Transit existing service proposed January 2011.
2. Recommendation funds first two years of the three year request.
3. LAVTA's project meets the JARC Concord Area requirements.
\$21K is from the population-based estimate for the JARC funds.

Modal Split of Funding Recommendation

Mode	%	Operations	Capital	Total
Bicycle	4%	\$ 314	\$ 225	\$ 539
Transit Operations	75%	\$ 9,944	NA	\$ 9,944
Transit Access	21%	NA	\$ 2,810	\$ 2,810
Total	100%	\$ 10,258	\$ 3,035	\$ 13,293

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MEMORANDUM

DATE: December 23, 2010

TO: Programs and Projects Committee

From: Tess Lengyel, Programs and Public Affairs Manager
Matt Todd, Manager of Programming

Subject: **Approval of Countywide Safe Routes to School (SR2S) Program RFP Release**

Recommendations:

It is recommended that the Alameda County Transportation Commission (Alameda CTC) authorize the release of a Countywide Safe Routes to Schools (SR2S) Program Request for Proposals (RFP), based on the attached list of tasks (Attachment A). ACTAC is scheduled to consider this item at their January 4, 2011 meeting.

Summary:

Alameda CTC is receiving funding from MTC for the implementation of a countywide SR2S program. In 2010, a proposed SR2S program was developed with input from the Commission, ACTAC, and other partners. Attached is a draft list of tasks, which will be the basis for an RFP Scope of Work for the programmatic elements of the Alameda County SR2S Program, to be released in late January or early February. The Safe Routes to Schools Capital Technical Assistance Program (SR2S Cap-TAP) and Capital Program are also a part of the overall SR2S program, and will be implemented independently.

Discussion:

The Metropolitan Transportation Commission (MTC) created and funded a new SR2S grant program under the Climate Initiatives category of the Regional Transportation Plan. The focus of this new MTC program is to reduce greenhouse gases by promoting walking, biking, transit, and carpooling to school. Through this program, MTC is providing \$3.22 million in Congestion Mitigation Air Quality (CMAQ) funds to Alameda CTC for the Alameda County SR2S program. This funding is being matched with \$420,000 in Measure B Bicycle and Pedestrian Safety Funds, bringing the total program budget to \$3.64 million.

A final program for an Alameda County SR2S program was submitted to MTC in July 2010. That program was developed by Alameda CTC staff, with input from ACTAC, ACCMA and ACTIA Board members, and two public workshops. It was designed to be a comprehensive countywide program that includes both programmatic and capital project components that target students, schools, and staff in all grade levels and that builds upon the existing SR2S program.

There are four elements in the countywide program, all of which will operate in tandem to form a coordinated effort:

- Three programmatic elements that are part of the proposed SR2S RFP addressed in this memo:

- K-8 Program to operate comprehensive SR2S programs in a minimum of 90 schools
- New High School program, to operate in approximately 10-13 schools
- New Commute Alternatives program to reduce faculty and staff drive-alone trips in approximately 1-2 school districts
- A capital element, which will be implemented independently:
 - Provides both capital technical assistance for project development and funding to construct capital projects.

The Consultant teams responding to the SR2S RFP will be required to identify how their proposed approach will address the overall countywide SR2S program goals, which are:

- Establish one cohesive countywide program, with all elements integrated and coordinated, even if implemented by different entities,
- Build on and continue existing efforts and successes, including the current K-8 SR2S program which will be operating in 90 schools by June 2011, and
- Address traditional SR2S 5 E's (Education, Encouragement, Engineering, Enforcement, Evaluation) as well as a 6th E, Emission Reductions.

In addition to the above, the Consultant teams will also be requested to address how they will meet the performance measures (a draft list is included in the attachment) and how the program will be designed to provide services equitably throughout the county.

Alameda CTC staff proposes to release one RFP for the three programmatic elements in late January or February 2011. A team would be hired to operate and provide coordination among the three elements for a two-year period, beginning July 2011. The team will also be responsible for integrating bicycle safety education classes for children, which are currently being offered through a Measure B grant-funded project with the East Bay Bicycle Coalition, into the countywide SR2S program. The new BikeMobile project, recently funded through a competitive regional SR2S grant, will also be administered in concert with this contract.

The proposed schedule is as follows:

Proposed SR2S Programmatic Elements Schedule

Date	Activity
Dec 2010	ACTAC provided input on RFP Tasks List
Jan 2011	Request approval from Alameda CTC to release RFP
Jan-Feb 2011	Release RFP (for programmatic components)
May 2011	Select Consultant
June 30, 2011	End of Measure B funded SR2S K-8 Program
July 1, 2011	Start of new countywide SR2S Program Contract
June 30, 2013	Completion of SR2S Program Contract

Attachment:

- A. Draft Alameda County SR2S Program Tasks for programmatic elements

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS PROGRAM

REQUEST FOR PROPOSALS (RFP)

DRAFT TASKS – NOVEMBER 30, 2010

TASK 1 – PROJECT INITIATION AND MANAGEMENT

Consultant will oversee the implementation of all Safe Routes to School (SR2S) program elements throughout the life of the project, ensuring that all program elements are integrated and implemented as a unified countywide program. The work for this task includes managing the program funding, grant compliance and providing regular progress updates to Alameda CTC. Consultant will complete all funding requirements in accordance with federal CMAQ funding and Alameda CTC reporting requirements for Measure B funds.

Consultant will prioritize developing expertise among its locally-based program partners, as appropriate, to ensure a sustainable program. In addition, the Consultant will ensure that the program is fully integrated with school-related bicycling and walking programs and activities not funded through this contract, including efforts being carried out by local jurisdictions. The Consultant will ensure that the new BikeMobile program is integrated with the overall program, as appropriate (see Task 6). Upon request, the Consultant may be requested to provide input on potential capital project benefits for improvements to access school facilities.

As a part of this task, the Consultant will further develop the program elements and define the work products and performance measures in greater detail, as well as develop and maintain a detailed overall project schedule, including deliverable due dates. All program evaluation activities will be coordinated, and summary reports will be prepared. One project manager will be designated to serve as a single point of contact for Alameda CTC, and will oversee and lead the Alameda County Safe Routes to Schools program.

Possible Deliverables

- *Kick-off meeting notes, with follow-up tasks*
- *Refined schedule, task budgets, deliverables, and performance measures*
- *Monthly progress reports*
- *Meetings with Alameda CTC staff, including preparation of summary notes*
- *Meetings with team partners to ensure adherence to project schedule and deliverables*
- *Summary evaluation of all program elements, submitted once per year*

- *Annual summaries showing distribution of program activities throughout the county.*

TASK 2 – COMMUNICATIONS AND OUTREACH STRATEGY

The Program will require extensive coordination between local jurisdictions, school districts, community organizations, and the general public. Consultant will develop a branding strategy for the coordinated program, as well as an approach to effectively make information about the various program elements easily accessible to all stakeholder groups. Strategies will include a program web site, newsletters, and printed materials, at a minimum. As required by the Metropolitan Transportation Commission (MTC) and to maximize the efficient use of resources, Consultant will coordinate these efforts with regional SR2S activities.

Possible Deliverables

- *Memo outlining draft communications and outreach strategy, including descriptions, schedule, and budget for each item. If a regional marketing strategy is developed, this strategy will describe an approach for coordination between the county and regional strategies.*
- *An Alameda County Safe Routes to Schools web site, with its own unique branding, to provide access to information about all program elements, including listing of major activities, contact information, and resources for local program participants to utilize.*
- *Regular newsletters.*
- *Maintain updated and effective print materials.*

TASK 3 – SAFE ROUTES TO SCHOOLS GRADES K-8 PROGRAM

This task provides for the continuation of the existing Alameda County Safe Routes to Schools program in grades K-8, which is scheduled to be implementing comprehensive programs in 90 schools by July 2011. The specific 90 schools may change over time, but the total number of participating schools with comprehensive programs will remain the same or increase if additional funding can be secured. Each school will have a comprehensive program designed to meet the specific needs of that school, but will at a minimum include regular contact with the Consultant, the provision of resources to maintain an ongoing SR2S program throughout the year, and program evaluation at the schools site. Comprehensive programs will be designed to be the most effective for each school site and to be within the overall budget. They may include bicycle safety education, general assemblies, puppet shows, walk audits, trainings for students, staff, and parents; technical and programmatic support regarding the implementation of activities such as walking school buses, assemblies, monthly Walk to School Days, and collaboration with law enforcement. The program will also continue to offer web-based resources and

provide technical assistance to schools that do not have comprehensive programs. Local task forces made of up key community stakeholders, which may include parents, teachers, elected officials and others, will be utilized and/or developed to assist in defining the program needs, determining the program components, and assisting with program delivery. The curriculum and educational materials will be regularly revised to follow the current best practices.

The Consultant may integrate family cycling clinics and bicycle rodeos – both of which have previously been funded and implemented as stand-alone projects – into the K-8 program, along with the new BikeMobile program (described in Task 6). School site visits made by the BikeMobile should be integrated into programs at schools both with and without comprehensive SR2S programs, as appropriate.

Possible Deliverables

- *Building on the current K-8 program, develop a revised work plan to maximize program effectiveness. Include performance measures, schedule, and detailed task budgets.*
- *Maintain and revise curriculum and educational and promotional materials to keep them up-to-date and in line with current best practices.*
- *Marketing materials, including press releases and handouts.*
- *Program evaluation approach memo.*
- *Program evaluation final report at the end of years 1 and 2.*
- *Program integration approach memo*

TASK 4 – SAFE ROUTES TO SCHOOLS HIGH SCHOOL PROGRAM

This is a new program element for the Alameda County Safe Routes to School program. The Consultant will research effective strategies for use in encouraging high school students to reduce emissions from school-based trips by using transportation modes such as bicycling, walking, transit, or ridesharing. Based on an assessment of best practices, the Consultant will develop recommended program elements, and a proposed project schedule and detailed task budgets. Consultant will tailor the program to the unique needs of high school students, and may include elements such as social marketing tools, student involvement in program design, and parking management strategies. The program will be implemented in 5 high schools in Year 1, with 5-8 more high schools to be added in Year 2. High schools selected in Year 1 should represent schools of various types and sizes within Alameda County to test the viability of program elements in different contexts. Similar to Task 3, the Consultant will integrate the BikeMobile program (described in Task 6) into the high school program, as appropriate.

Possible Deliverables

- *Summary memo on best practices for high school Safe Routes to School programs, or other programs successful in increasing bicycle and pedestrian trips among high school students.*
- *Final recommendation on program approach, elements and schools to target over the two years.*
- *Develop detailed schedule, budget and performance measures.*
- *Program evaluation approach memo, including survey instrument and summary of current demographics and commute patterns among students at targeted schools.*
- *Program evaluation final report at the end of years 1 and 2.*

TASK 5 – SAFE ROUTES TO SCHOOLS RIDESHARING/CARPOOL/CLEAN AIR PROGRAM

This Task focuses primarily on reducing the percentage of single occupant vehicle (SOV) trips made by school staff and teachers. The program will target 1 to 2 school districts for implementation. Based on an assessment of best practices for Transportation Demand Management (TDM) strategies, as well as resources currently available in Alameda County, the Consultant will assess how these populations can take advantage of, and coordinate with, new and existing TDM programs, such as the 511.org School Pool program. As appropriate, customized approaches will be developed to further address the needs of staff and teachers in the targeted school districts. The Consultant will recommend appropriate technology to utilize, including consideration of traditional methods and innovative approaches such as dynamic ridesharing.

The Consultant will also investigate the feasibility of including parents and eligible high school students as carpool participants or drivers, as well as participation in the program by school district office staff.

Possible Deliverables

- *Work with Regional Rideshare Program to survey origins and destinations and current commuting patterns of school staff and teachers.*
- *Research memo summarizing the targeted populations' needs and constraints.*
- *Best practices memo to determine most effective strategies for addressing the target populations. Memo should include assessment of feasibility for including school district staff in program and the potential inclusion of high school students as either drivers or passengers.*
- *Work plan, budget and schedule to implement program, with a strategy, time frame, and estimated budget for potential expansion throughout Alameda County.*
- *Program evaluation results at the end of years 1 and 2.*

TASK 6 – INTEGRATION OF BIKEMOBILE PROGRAM INTO ALAMEDA COUNTY SR2S PROGRAM

The BikeMobile program, through which Cycles of Change (a local non-profit organization) will provide bicycle repair, maintenance lessons, and also promote bicycling at sites around the county, including schools, is a new component of the SR2S program. The program has its own dedicated funding source, which includes some funding for coordination with the overall countywide SR2S program. Depending on final direction from the AGENCY, this task will require one of the following two options:

1. That the Consultant coordinates with the BikeMobile program to ensure that it is implemented as one element in the overall Alameda County SR2S program. This approach includes funding for the Consultant staff working at the school sites to coordinate with BikeMobile staff to schedule BikeMobile visits to coincide other SR2S programming, and to assist with school-site logistics for the BikeMobile visits.
2. That the Consultant assumes full responsibility for implementing, monitoring and reporting for the BikeMobile program, including the coordination described above.

Possible Deliverables

- *Memo summarizing the strategy and specific steps to integrate the BikeMobile program into the Alameda County SR2S program.*
- *Memo defining the deliverables, performance measures, task budgets, and schedule for the final selected approach for implementing the BikeMobile program.*

POSSIBLE PERFORMANCE MEASURES/PROGRAM GOALS -- *These measures/goals will be further refined and developed, and will need to respond to any MTC program requirements, which are still being developed.*

Overall Program

percent or lbs. of emissions reduced (criteria pollutants and greenhouse gas emissions)

percentage and number of SOV trips reduced

vehicle miles traveled reduced

of new partners

K-8 Program

of elementary schools with comprehensive SR2S program

of middle schools with comprehensive SR2S program

of students attending these schools

mode shift by families/students as a result of the project

of students receiving in-class presentations

of students attending assembly programs

of students participating in after-school activities

of biking and walking school-wide events

of students receiving in-class bike safety education and training

of teachers who received training

of after-school providers who received training

of schools provided with resources/assistance (not part of comprehensive program)

of parents, volunteers and community members involved

increase in bus ridership

of bike rodeos

of family cycling workshops

High School Program

of high schools with comprehensive SR2S program

mode shift by students as a result of the program

Trips (and/or vehicle miles) reduced due to program

of students involved in implementing the program

of students participating (attendees at events, signup on web site, etc.)

of training events

reduction in # of cars parked in school lot

increase in bus ridership

Ridesharing/carpool program

% reduction in total vehicle trips (or vehicle miles travelled) to schools

mode shift by participants as a result of the project

of staff and faculty contacted through presentations, emails or other contacts

% of faculty and staff participating in program

of parents participating, if applicable

of students participating, if applicable

reduction in # of cars parked in school lot

increase in bus ridership

BikeMobile

Trips (and/or vehicle miles) reduced due to bike repairs made

Trips (and/or vehicle miles) reduced due to person-contacts made

of school visits

of other site visits

of bike repairs made

of kids reached with promotions

of students who report bicycling to school as a result of the program

Memorandum

DATE: December 20, 2010

TO: Programs and Projects Committee

FROM: Jacki Taylor, Programming Liaison

RE: **Review Transportation Fund for Clean Air (TFCA) Program FY 2011/12 Call for Projects Information**

Recommendation

The Commission Board is requested to review information related to the TFCA FY 2011/12 Call for Projects. ACTAC reviewed the draft schedule and fund estimate on December 7th and is scheduled to review this item on January 4, 2011.

Summary

The TFCA FY 2011/12 Call for Projects is scheduled to be released in either late December 2010 or early January 2011 and applications are estimated to be due by Friday, January 28, 2011. A draft Call for Projects Notice is attached. Approximately \$1,729,000 is estimated to be available for projects. ACTAC reviewed the attached proposed schedule and draft fund estimate (FE) for the TFCA FY 2011/12 Program at its December 7th meeting.

Discussion

The Air District's revenue estimate for Alameda County for FY 2011/12 has not yet been released. The amount of estimated revenue for the draft FE is \$1,800,000, the amount typically available based on past years. From the estimated revenue, five percent has been set aside for administration, \$18,925 in earned interest and \$15 of relinquished funds have been added, bringing the total funds estimated for projects to \$1,728,940. Once the Air District releases the final FE, the final amount available for programming (the TFCA FY 2011/12 Expenditure Plan) will be brought to the Committees and Board for approval prior to the development of a program of projects.

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

The draft FY 2011/12 TFCA Program Manager Guidelines are scheduled to be released by the Air District in late December. The Call for Projects is planned to be released based on the draft guidelines. Air District changes to its final guidelines may require revisions to the Alameda CTC program.

Attachments

Attachment A: TFCA FY 2011/12 Call for Projects notice

Attachment B: TFCA FY 2011/12 draft fund estimate

Attachment C: Proposed schedule for FY 2011/12 call for projects

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December XX, 2010

NOTICE

CALL FOR PROJECTS:

2011/2012 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUND

Dear Project Sponsor:

The Alameda County Transportation Commission (Alameda CTC) is releasing a call for projects for the 2011/2012 TFCA County Program Manager Fund. Application materials are available for download from the Alameda CTC's website: <http://www.alamedactc.com>.

Project applications are due to the Alameda CTC no later than 3:00 p.m. Friday, January 28, 2011.

TFCA is a local fund source of the Bay Area Air Quality Management District (Air District). As the TFCA program manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program.

Eligibility

A project must result in the reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for TFCA funding. In general, eligible projects are those that conform to the provisions of the TFCA Guidelines. Please refer to the Alameda CTC TFCA Guidelines (provided with application materials) for more detailed information regarding sponsor and project eligibility.

Projects must also meet the requirement of achieving a cost-effectiveness, on an individual project basis, of equal to or less than \$90,000 of TFCA funds per ton of total reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM₁₀) emissions reduced (\$TFCA/ton emissions reduced).

Please note that the Air District requires certain types of insurance coverage. Each project sponsor will be required to maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects. Coverage amounts required for each project will be specified in the project funding agreements.

Additionally, sponsors will be required to collect data for monitoring requirements and submit annual and final project reports for TFCA funded projects. Sample monitoring forms have been provided with the application materials.

Fund Availability and Distribution

The current draft Fund Estimate for the FY 2011/2012 program includes approximately \$1,729,000 in new programming capacity. This amount does not include the five percent of available funding that is reserved for program administration. Pursuant to the Alameda CTC's adopted program guidelines, the remainder of the funds will be distributed as follows:

- 70 percent allocated to cities/county based on population (minimum allocated is \$10,000);
- 30 percent allocated to the discretionary program for transit-related projects.

All County Program Manager Funds are to be fully allocated annually. Any unallocated funds may be allocated directly by the Air District. The minimum funding request is \$50,000 per project. Exceptions to the minimum request may be considered on a case-by-case basis. Sponsors are encouraged to pool their funds or include other supplemental funds in order to implement larger projects.

Timely Use of Funds

Sponsors are reminded that the TFCA County Program Manager Fund is subject to the adopted timely use of funds policy for this program. Unless an exception is requested in the application, sponsors must:

- 1) Execute the fund transfer agreement within three months of receipt from the Alameda CTC;
- 2) Begin initiation of the project/program within three months of executed funding agreement;
- 3) All TFCA funds must be expended within two years of first transfer of funds from the Air District to the Alameda CTC (Project sponsors will be notified when funds are received by the Alameda CTC);
- 4) Sponsors must submit requests for reimbursement at least once per fiscal year. Requests must be submitted within six (6) months after the end of the fiscal year, defined as the period from July 1 to June 30. All final requests for reimbursement must be submitted no later than six (6) months after the end of the fiscal year in which the project was completed;
- 5) Sponsors must submit annual progress reports within the period established by the Air District; and
- 6) Sponsors must submit required post-project monitoring reports within three months after project completion or the post-project evaluation period.

Application Material

All application materials are available for download from the Alameda CTC's website: <http://www.alamedactc.com>, including:

- 2011/2012 Fund Estimate
- 2011/2012 Application (Word file)
- Attachment 2 (required): Project Budget forms (Excel file)
- Attachment 3G - for arterial management projects (Excel file)
- Alameda CTC TFCA Guidelines
- Sample Final Project Report Forms

Application Submittal

Completed applications (application and attachments) are due to the Alameda CTC no later than 3:00 p.m., January XX, 2011. Please submit three (3) hard copies and an electronic copy.

- Mail or deliver hard copies to: Alameda CTC, 1333 Broadway, Suite 220, Oakland, CA, 94612.
- Provide an electronic copy of the application and attachments either by submitting a CD along with the hard copies or by emailing the electronic files to: JTaylor@accma.ca.gov.

Schedule

December XX, 2010	TFCA Call for Projects released
January XX, 2011	Applications Due to the Alameda CTC
April 2010	Draft Program circulated for comment
May 2010	Alameda CTC to adopt Final 2011/2012 program
May 2010 (estimate)	Air District Board approves 2011/2012 funds
Summer/Fall 2010 (estimate)	Begin expenditures for 2011/2012 projects

If you have any questions please contact Jacki Taylor, via phone: (510) 836-2560, or email: JTaylor@accma.ca.gov .

Sincerely,

Matt Todd
Manager of Programming

Attachments

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TFCA FY 2011/12 Draft Fund Estimate

Agency	Population (Estimate)	% Population	Total % of Funding	TFCA Funds Available This FY	Rollover Debits/ Credits	TFCA Balance & Rollover	Current Program Balance
Alameda	75,409	4.79%	4.77%	\$ 57,781	\$ (318,660)	\$ (260,879)	\$ -
Alameda County	143,460	9.11%	9.08%	\$ 109,924	\$ (58,307)	\$ 51,617	\$ 51,617
Albany	17,021	1.08%	1.08%	\$ 13,042	\$ 41,411	\$ 54,453	\$ 54,453
Berkeley	108,119	6.87%	6.85%	\$ 82,845	\$ 41,204	\$ 124,049	\$ 124,049
Dublin	48,821	3.10%	3.09%	\$ 37,408	\$ 81,380	\$ 118,788	\$ 118,788
Emeryville	10,227	0.65%	0.83%	\$ 10,000	\$ 9,075	\$ 19,075	\$ 19,075
Fremont	218,128	13.85%	13.81%	\$ 167,138	\$ 130,481	\$ 297,619	\$ 297,619
Hayward	153,104	9.72%	9.69%	\$ 117,314	\$ (285,054)	\$ (167,740)	\$ -
Livermore	85,312	5.42%	5.40%	\$ 65,369	\$ 181,060	\$ 246,429	\$ 246,429
Newark	44,380	2.82%	2.81%	\$ 34,006	\$ 162,209	\$ 196,215	\$ 196,215
Oakland	430,666	27.35%	27.27%	\$ 329,992	\$ 42,368	\$ 372,360	\$ 372,360
Piedmont	11,262	0.72%	0.83%	\$ 10,000	\$ 26,409	\$ 36,409	\$ 36,409
Pleasanton	70,711	4.49%	4.48%	\$ 54,181	\$ (24,634)	\$ 29,547	\$ 29,547
San Leandro	83,183	5.28%	5.27%	\$ 63,738	\$ 16,006	\$ 79,744	\$ 79,744
Union City	75,054	4.77%	4.75%	\$ 57,509	\$ 44,414	\$ 101,923	\$ 101,923
TOTAL:	1,574,857	100.00%	100.00%	\$ 1,210,248	\$ 89,362	\$ 1,299,610	

TFCA Funds (estimate) \$ 1,800,000

09/10 Interest Earned \$ 18,925

Programming Capacity \$ 1,818,925

Less 5% for Program Administration \$ 90,000

Total Estimated Programming Capacity \$ 1,728,925

	Total	Guarantee 70%	Discretionary 30%
Available to program this FY (Total estimated capacity less admin)	\$ 1,728,925	\$ 1,210,248	\$ 518,678
Relinquishments	\$ 15	\$ 15	\$ -
Rollover Debit/Credit Adjustment	\$ -	\$ 89,350	\$ (89,350)
Subtotal Relinquishments and Debit/Credit Adjustments	\$ 15	\$ 89,365	\$ (89,350)
Adjusted Total Available to Program	\$ 1,728,940	\$ 1,299,612	\$ 429,328

Notes:

- Population estimates as of 1/01/10 from Dept. of Finance (www.dof.ca.gov).

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Alameda CTC Proposed Schedule for FY 2011/12 TFCA Program

Date	Activity
December 7, 2010	2011/12 draft fund estimate and schedule to ACTAC
December 2010-January 2011	Alameda CTC to release 2011/12 Call for Projects
January 2011	Updated Call for Projects information to Alameda CTC Committees and Board
Late January 2011	Applications due to Alameda CTC
February 2011	Application summary to Alameda CTC Committees and Board
March 2011	2011/12 TFCA Expenditure Plan and Policies to Alameda CTC Committees and Board
April 2011	Draft 2011/12 program of projects to Alameda CTC Committees and Board
May 2011	<ul style="list-style-type: none"> • 2011/12 TFCA Expenditure Plan considered for approval by Air District Board of Directors • Final 2011/12 Program to Alameda CTC Committees and Board
July 2011	Master Agreement with Air District executed
Fall 2011	Funding agreements distributed

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ALAMEDA

County Transportation Commission

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

www.AlamedaCTC.org

AC Transit
 Director
 Greg Harper

December 14, 2010

Alameda County
 Supervisors
 Alice Lai-Bitker
 Scott Haggerty, Vice Chair
 Gail Steele
 Nate Miley
 Keith Carson

Bijan Sartipi
 District Director, Caltrans
 111 Grand Avenue
 Oakland, CA 94612

City of Alameda
 Mayor
 Beverly Johnson

City of Albany
 Vice Mayor
 Farid Javandel

RE: FY 2010/11 PID Reimbursement: Alameda County Projects

BART
 Director
 Thomas Blalock

Dear Mr. Sartipi

City of Berkeley
 Councilmember
 Laurie Capitelli

In response to Director Cindy McKim's letter dated November 17, 2010 the Alameda County Transportation Commission (Alameda CTC) would like to participate in the Department's Pilot PID Reimbursement Program. Please consider this letter as Alameda CTC's preliminary concurrence towards this pilot effort.

City of Dublin
 Mayor
 Tim Sbranti

City of Emeryville
 Mayor
 Ruth Atkin

The attached material details the Alameda County Projects that we would like to be considered under this program. Please provide additional information on the terms of the agreements.

City of Fremont
 Vice Mayor
 Robert Wieckowski

Please contact Mr. Matt Todd, Manager of Programming, at (510) 350-2315 if you have any questions.

City of Hayward
 Councilmember
 Olden Henson

City of Livermore
 Mayor
 Marshall Kamena

City of Newark
 Councilmember
 Luis Freitas

Sincerely,

City of Oakland
 Councilmembers
 Larry Reid
 Rebecca Kaplan



City of Piedmont
 Vice Mayor
 John Chiang

Arthur L. Dao
 Executive Director

City of Pleasanton
 Mayor
 Jennifer Hosterman

cc: Lee Taubeneck, Deputy District Director, Planning, Caltrans
 Patrick Pang, Office Chief, Advance Planning, Caltrans
 Matt Todd, Manager of Programming, Alameda CTC
 Ray Akkawi, Manager of Projects Delivery, Alameda CTC

City of San Leandro
 Councilmember
 Joyce R. Starosciak

City of Union City
 Mayor
 Mark Green, Chair

Executive Director
 Arthur L. Dao

Ref No.*	Improvement Description	Location	Improvement Description (Detailed)	Project Sponsor	Estimated Project Cost w/ Support (\$M)	Proposed PID Initiation Date	Type of PID	Work Program Status
1	Interchange Reconfiguration	Gilman St. I/C in Berkeley	The proposed project will reconfigure the I-80/Gilman interchange located in northwest Berkeley, near its boundary with the City of Albany. The reconfiguration is needed to address congestion, operations and safety issues on the most congested freeway segment in the Bay Area. The project will reconfigure the interchange to a dual roundabout or another type of interchange that will improve the capacity constraint and vehicular safety issues experienced due to the current stop sign controlled ramps at this interchange and also provide adequate pedestrian, bicycle, and public transit movements through the interchange area.	City of Berkeley / Alameda CTC	16.0	03/04/04	PSR	Carryover
2	I/C Reconstruction	Marina Blvd in San Leandro	The project is an interchange improvement project at I-880/Marina Boulevard Interchange in the City of San Leandro and the County of Alameda, California. The project will modify the existing I-880/ Marina Boulevard Interchange partial cloverleaf interchange to a diamond interchange or another type of interchange which will meet traffic operations and traffic volume demands. The work will include the widening of existing off-ramps, the installation of traffic signals at the intersections with Marina Boulevard and the demolition of obsolete ramp pavement. The project does not include the reconstruction or modification of the I-880/Marina Boulevard Overcrossing.	City of San Leandro / Alameda CTC	32.5	02/18/09	PSR	Carryover
3	I-680 I/C improvement, Rt 262 roadway improvement, and Rt 262/Warm Springs Blvd Intersection improvement	Rte 262 (Mission Blvd) between I-680 and I-880 in Fremont	The PSR will consist of evaluating the following project components: 1.Improvements at east end of Mission Blvd near 680 to widen areas currently at 4 lanes to six lanes. 2.SB 680 to Mission Blvd ramp improvement 3.NB 680 to Mission Blvd ramp improvement 4.Potential movement specific improvements at Mission / Warm Springs Blvd (WSB) to facilitate Mission WB to WSB NB and WSB SB to Mission EB.	City of Fremont / Alameda CTC	10.0	02/01/11	PSR	New
4	Convert I-580 WB HOV Lane to Express (HOT) Lane	WB from west of Greenville in Livermore to west of Foothill/San Ramon in Pleasanton	The project will convert the planned westbound I-580 HOV lane to an HOT lane facility from the Greenville Road interchange in the City of Livermore to San Ramon Road/Foothill Boulevard in the Cities of Dublin and Pleasanton. Number of HOT lanes to be determined by the PSR and Traffic Operations Report.	Alameda CTC	19.8	04/01/11	PSR	New

* Not listed in the order of priority

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. Box 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



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Be energy efficient!*

November 17, 2010

See Distribution List

Dear Executive Directors:

Through the 2010 Budget Act, signed on October 8, 2010, the Department of Transportation's (Department) Project Initiation Document (PID) Program budget was reduced. This reduction was made through the Governor's line-item veto authority.

PIDs are critical to project delivery because they enable project sponsors to appropriately develop the scope, cost, and schedule for transportation improvements. The Department understands that this reduction in PID resources disproportionately impacts local and regional agencies across California and their ability to deliver critical projects on the state highway system. We also recognize that local and regional agencies have historically invested a significant portion of their transportation funds on the state highway system. These investments address critical issues such as traffic congestion, air quality conformity, and efficient movement of people and goods.

The Department views this year's reduction to its PID Program as a temporary setback and hopes to pursue reinstatement of resources through the budget process. In the meantime, the Department will continue to work in partnership with local and regional agencies to streamline the development of PIDs. Given the current budget environment, streamlining PIDs enables the Department to reduce costs and delays associated with the development of PIDs. In order to obtain the necessary resources to develop PIDs and provide oversight for locally-developed PIDs, the Department and local and regional agencies must demonstrate that we are developing the appropriate number of PIDs for fundable projects.


Over the past two years, the Department's PID Program has sustained cuts of 45 percent in staffing and currently has no funding for operating expenses. Due to these reductions, the Department must prioritize its workload to deliver critically needed State Highway Operation and Protection Program (SHOPP) PIDs. Consistent with the Governor's veto message, local and regional agency PID work must be a lower priority for the Department for fiscal year (FY) 2010-11 and may be delayed. To improve your agency's PID project priority, your local or regional agency may reimburse the Department for PID-related services. If reimbursing the Department is desirable by your agency, please contact your Caltrans District representatives to determine the potential for contracting. For the remainder of FY 2010-11, or until the Department receives resources to perform work on local PIDs, the Department

will work with its local and regional agency partners to align the PID workload with the priorities identified below:

1. SHOPP PIDs – Collision reduction and major damage restoration projects
2. SHOPP PIDs – Americans with Disabilities Act, stormwater, hazardous waste mitigation, and other mandated projects
3. SHOPP PIDs – Bridge projects
4. SHOPP PIDs – Projects related to preserving the state highway system and its supporting infrastructure
5. Non-SHOPP PIDs (State) – Department-sponsored projects
6. Locally Sponsored - Reimbursable PID Work executed through cooperative agreements
7. Locally Sponsored PIDs – PIDs near completion or projects 1-3 years from programming
8. Locally Sponsored PIDs – Projects fully or partially funded with State Transportation Improvement Program funds
9. Locally-Sponsored PIDs – Projects exclusively funded with non-state fund sources

We will continue to work in partnership with you, through these demanding economic times, to deliver mobility for Californians. Please contact your local district office (attached) for any further assistance.

Sincerely,


CINDY McKIM
Director

Attachment:
District Contact List



Memorandum

DATE: December 28, 2010

TO: Programs and Projects Committee

FROM: Arthur L. Dao, Executive Director
James O'Brien, ACTIA Project Controls Team

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

Recommendations:

It is recommended that the Commission approve the following two actions related to the I-238 Widening project (ACTIA 21):

1. Allocate the remaining Measure B Programmed Balance of \$2.003 for the closeout of the construction phase on ACTIA Project No. 21; and
2. Authorize the Executive Director to execute the necessary funding agreements and/or amendments to funding agreements to reflect the allocation and make the funding available for payment of construction closeout costs.

Approval of the recommended allocation will result in a total of \$88.865 million of Measure B funds allocated to cover the Measure B share of the total project costs for all phases of the project, and is within the total Measure B funding programmed to the project.

Summary:

The Alameda CTC and the Caltrans have been working to quantify the expected construction closeout costs through negotiations with the contractor. The current projections suggest the Alameda CTC's share of the expected closeout costs may exceed the current amount of Measure B funds committed to the construction phase of the project. The Measure B funds are provided to the State through an existing cooperative agreement which will need to be amended if the final costs exceed the funding amounts in the current cooperative agreement. Once negotiations are finalized with the contractor, which is currently expected to occur in the January/February 2011 timeframe, the State will be required to pay the contractor in a timely manner or incur additional costs related to interest on any amount owed to the contractor. The requested allocation represents the remaining programmed balance of \$2.003 million for the project. Table 1 below summarizes the Measure B commitment to the project.

Table 1: Summary of Measure B Commitment I-238 Widening Project (ACTIA 21)		
Description	Amount (\$ x 1,000)	Balance (\$ x 1,000)
Total Measure B Commitment (Adopted 2010-11 Strategic Plan)	NA	\$ 88,865
Previously Allocated Total	\$ 86,862	\$ 2,003
Recommended Allocation (This Agenda Item)	\$ 2,003	\$ 0
Remaining Programmed Balance		\$ 0

Discussion/Background:

The I-238 Widening project (ACTIA 21) is currently in the construction closeout phase, with the project fully constructed and open to public traffic ahead of the original delivery schedule.

The total Measure B commitment for ACTIA 21 is \$88.865 million. The total Measure B commitment in the current cooperative agreement with Caltrans for the construction phase is \$70.4 million, comprised of \$3 million for construction support and \$67.4 million for capital. The construction phase funding includes STIP-RIP, SHOPP, Federal STP, and a Federal Earmark in addition to the Measure B funding. Caltrans administered the construction contract and is responsible for pulling together the various funding required for closing out the construction phase. An amendment to the cooperative agreement will be required to adjust the amounts from the various fund sources based on the final costs and to make additional Measure B funds available to Caltrans for payment to the contractor.

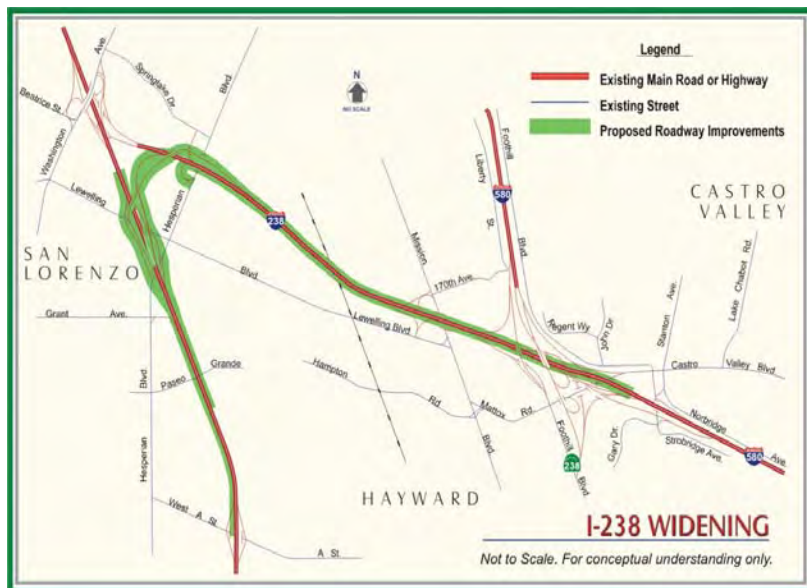
Approval of the recommended allocation will result in a total of \$88.865 million of Measure B funds allocated to cover the Measure B share of the total project costs for all phases of ACTIA 21, and is within the total Measure B funding programmed to the project.

Fiscal Impacts:

Approval of the recommended actions will allocate \$2.003 million of Measure B funds and make them available for encumbrance in funding agreements and/or amendments to funding agreements for ACTIA 21. The requested allocation was included in outer years of the adopted Allocation Plan included in the current (FY 2010-11) Strategic Plan. The current Measure B Capital Projects Program cashflow model has sufficient capacity in the current fiscal year to accommodate the recommended allocation, encumbrance and expenditure of the \$2.003 million.

Attachment: ACTIA 21 Project Fact Sheet (2 pages)

I-238 Widening ACTIA 21



Project Sponsor:

Alameda County Transportation Improvement Authority (ACTIA)

ACTIA Project Contact:

Stefan Garcia
ACTIA Project Manager
(510) 267-6127

Project Description:

The project involves widening I-238 between I-580 and I-880 from four to six lanes, adding auxiliary lanes on I-238 and I-880, and reconstructing the northbound I-880 to southbound I-238 connector ramp.

Project Status Report

Construction began in Fall 2006 and was substantially completed in October 2009. In September 2008, additional Measure B funds were approved to supplement the project contingency. The project included widening or replacing 15 bridges and constructing one new structure from northbound I-880 to southbound I-238, as well as adding retaining walls and sound walls. The project was completed in October 2009 within the Measure B budget.

Recent Activities:

- Final striping occurred on October 8, 2009 and the ribbon cutting ceremony was held on October 9, 2009. Congresswoman Barbara Lee, who brought federal earmark funding to the project, attended.
- Relief of maintenance was issued to the contractor and the final project accounting is underway.

Upcoming Activities:

- None at this time.

Project Issues:

Issue	Action Plan
None at this time.	

Project Cost/Funding (\$ x 1,000)

Cost Estimate by Phase		Funding	
Scoping	\$ 0	Measure B	\$ 81,022
PE/Environmental	\$ 3,479	Federal	\$ 18,300
Final Design (PS&E)	\$ 12,115	State	\$ 29,151
Right-Of Way	\$ 225	Regional	\$ 0
Utility Relocation	\$ 500	Local	\$ 3,340
Construction	\$ 115,494	Other	\$ 0
Equipment Purchase	\$ 0		
Total	\$ 131,813	Total	\$ 131,813

Federal Funding Includes: STP/CMAQ - \$17.5 million; SAFETEA-LU - \$800,000

State Funding Includes: STIP-RIP - \$7.621 million; SHOPP - \$21.53 million

Project Schedule by Phase

Project Phase	Schedule	2006	2007	2008	2009	2010	2011	2012	2013	2014
PE/Environmental	Ended 04/04									
Final Design (PS&E)	02/02 - 06/06	—								
Right-of-Way	04/04 - 04/05									
Utility Relocation	01/06 - 09/06	—								
Construction	09/06 - 10/09		—	—	—					





Memorandum

DATE: December 23, 2010

TO: Programs and Projects Committee

FROM: Arthur L. Dao, Executive Director
James O'Brien, ACTIA Project Controls Team

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

Recommendations:

It is recommended that the Commission approve the following actions to advance the ACTIA Measure B-funded I-880/Broadway-Jackson Interchange Improvement project (ACTIA 10):

1. Allocate \$3.901 million of Measure B funds for the Preliminary Engineering/Environmental Clearance phase;
2. Authorize the Executive Director to execute a cooperative agreement with Caltrans for work associated with obtaining project approval and environmental clearance on a state highway system; and,
3. Authorize the Executive Director to issue a Request for Proposals (RFP) for professional services to conduct all necessary engineering and environmental studies to obtain environmental clearance for the project

Summary:

The recommended actions will allow the project sponsors (Alameda County Transportation Commission and the City of Alameda) to move this voters-approved sales tax measure project into the next phase of project development, which is the environmental clearance phase.

1. The allocation of \$3.901 million of Measure B funds, which are identified in the 2000 Measure B Transportation Sales Tax Expenditure Plan and programmed in the adopted FY 2010-11 Strategic Plan, will provide financial resources for continuing project development efforts to prepare the necessary engineering and environmental studies to obtain environmental clearance for the project.
2. As the project is located on state highways (I-880 and Route 260, also known as Webster Street), a cooperative agreement between the Commission and Caltrans will be required to identify the agencies' respective roles and responsibilities for the development of the project during the environmental phase. Caltrans, under federal requirements, will also be the lead agency for the development of the federal environmental document. Therefore, staff is

requesting authorization for the Executive Director to negotiate and execute this required cooperative agreement with the State.

3. Lastly, staff intends to contract out the necessary project development work with a consulting engineering firm (or team) and, therefore seeking authorization for the Executive Director to issue a Request for Proposals (RFP) to procure such contract to conduct engineering and environmental studies to obtain environmental clearance for the project. Staff will bring back for the Commission's approval of the final negotiated contract and contract budget.

Discussion/Background:

In 1989, the Loma Prieta Earthquake had a substantial impact on the area that surrounds the I-880/Broadway-Jackson Interchange area. The new alignment of the Cypress portion of I-880 changed the access and circulation into downtown Oakland and the City of Alameda.

Consequently, the I-880/Broadway-Jackson Interchange project was included in the 2000 Measure B Transportation Expenditure Plan to improve access between I-880, the Posey and Webster Tubes, Downtown Oakland and the City of Alameda.

The current estimated project cost is about \$100 million. The current ACTIA Measure B funding commitment for this project is \$8.1 million. To date, \$4.2 million has been allocated and encumbered for project expenditures. Staff is requesting allocation of the remaining \$3.9 million to proceed into the environmental clearance phase.

The project is jointly sponsored by the Commission and the City of Alameda, with the Commission taking the lead in the project development process, coordinating and collaborating with Caltrans, the Federal Highway Administration, and other federal and state regulatory agencies. The Commission has also been working closely with the City of Alameda, the City of Oakland, as well community groups, particularly those in Oakland and Oakland Chinatown.

The Project Study Report (PSR) for the project has been completed and submitted for Caltrans' review and approval. The preparation of the PSR was funded with Measure B funds through previous allocations. In accordance with the normal project development process, once the PSR is approved, the project could proceed into the environmental clearance phase.

The recommended actions will allow the project to proceed to the environmental review phase. Caltrans will require a Cooperative Agreement to spell out the terms of the project development work as it relates to the Caltrans oversight, review and approval of project development deliverables. It is also during the environmental phase that the I-880/Broadway-Jackson Interchange Improvements Project could be coordinated and synergized with other on-going planning studies that are being conducted by the cities of Oakland and Alameda for potential developments in the area. These may include the Lake Merritt Area Specific Plan, and others in the vicinity of the roadway project.

Fiscal Impacts:

Approval of the recommended action will allocate \$3.901 million of Measure B funding, thereby making the funds available for encumbrance in contracts and/or agreements. The recommended actions, including the expected subsequent encumbrances and expenditures, are consistent with the Three Year Allocation Plan included in the current Adopted FY 2010-11 Strategic Plan.

I-880/Broadway - Jackson Interchange Improvement **ACTIA 10**



Project Sponsor:

City of Alameda

ACTIA Project Contact:

Dave Dickinson
ACTIA Project Manager
(925) 948-5631

Project Description:

The project includes development work to identify improvements between I-880, I-980 and local Oakland streets including access to and from the Posey/Webster Tubes which provide access to the island of Alameda. The improvements are intended to enhance or replace access to and from the freeways in the area of the existing Broadway and Jackson Street interchanges.

Project Status Report

The City of Alameda completed a Feasibility Study in April 2006 that evaluated concepts to provide improved direct access to I-880 from the Posey/Webster Tubes. The study recommended the preparation of a Caltrans Project Study Report (PSR) to further evaluate and refine a number of options. A PSR has been submitted to Caltrans for final approval. Caltrans approval is expected early in 2011. The Alameda County Transportation Commission (Alameda CTC) intends to issue a Request for Proposals to provide the professional services necessary to complete the Preliminary Engineering/ Environmental Studies phase of the project once the PSR is approved.

Recent Activities:

- Coordination with Caltrans regarding the PSR comments and responses.
- An independent feasibility study was performed to evaluate a direct access option from the Posey Tube to NB I-880, dubbed the "Horseshoe." The study concluded that the "Horseshoe" was not a viable option.
- Concepts for 6th Street Improvements between Webster Street and Broadway were developed. The improvements would be compatible with reconstructing the Broadway off-ramp structure to touch down along 6th Street prior to Broadway. Improvement possibilities included a "gateway" concept with: one-way northbound through lanes, local access lane, median, landscaping, pedestrian safety improvements, banners, etc.

Upcoming Activities:

- Alternative options to the "Horseshoe", including improvements to 6th Street will be further explored.
- Approval of the PSR.

Project Issues:

Issue	Action Plan
Community concerns regarding impacts along 6th Street due to proposed project elements.	Coordination with representatives of Chinatown community, City of Alameda, City of Oakland, Caltrans and the Alameda CTC will continue during the PE/Env phase.

Project Cost/Funding (\$ x 1,000)

Cost Estimate by Phase	
Scoping	\$ 2,158
PE/Environmental	\$ 2,800
Final Design (PS&E)	\$ TBD
Right-Of Way	\$ TBD
Utility Relocation	\$
Construction	\$ TBD
Equipment Purchase	\$ 0
Total	\$ TBD

Funding	
Measure B	\$ 8,101
Federal	\$ 0
State (STIP-RIP)	\$ 6,000
Regional	\$ 0
Local	\$ 0
Other	\$ 0
Total	\$ 14,101

Project Schedule by Phase

Project Phase	Schedule	2006	2007	2008	2009	2010	2011	2012	2013	2014
Scoping (PSR)	04/06 - 01/11									
PE/Environmental	04/11 – 12/12									
Final Design (PS&E)	01/13 – 12/14									
Right-of-Way	TBD									
Construction	TBD									



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

www.AlamedaCTC.org

Memorandum

DATE: December 16, 2010

TO: Programs and Projects Committee

FROM: Ray Akkawi, Manager of Project Delivery

SUBJECT: **I-580 Eastbound Express Lane Project – Approval of the preparation and issuance of a request for proposals (RFP) to obtain a System Manager contract**

Recommendation

It is recommended that the Commission authorize staff to prepare and issue an RFP and proceed with the contract procurement process to obtain a System Manager contract for the I-580 Eastbound Express Lane Project.

Staff will come back to the Commission for approval of a proposed consultant contract once it is negotiated.

Summary

The former Alameda County Congestion Management Agency (ACCMA) had previously retained a System Manager through the current annually renewed Project Controls Team contract, which will expire at the end of the current fiscal year. The System Manager contract is a multi-year contract and should not be bundled with an annually-renewed project controls contract. Therefore, staff is recommending that the System Manager contract be unbundled through a separate contract procurement process, and is requesting that Commission approve the above recommendation.

Discussion/Background:

The I-580 Eastbound Express Lane project proposes to convert the recently completed eastbound carpool lane between Hacienda Drive in Pleasanton and Greenville Road in Livermore to express lanes or high occupancy toll lanes (HOT lanes). The development of the eastbound HOT lanes project is well underway. The project includes two major elements: a) a civil element that involves the physical construction of the freeway to accommodate the HOT lanes components, such as additional freeway widening, retaining wall construction, drainage improvements, special overhead sign structures, and main electrical and communication conduits; and, b) a technology and electronic element involving tolling equipments, development of special computer software, and interface development with the data toll center, traffic management center, Caltrans, Bay Area Toll Authority (BATA), and California Highway Patrol.

The technology and electronic element of the project are implemented through a pseudo design-build contract, known as a System Integration contract, and a management contract, known as a System Manager contract. The role of the system manager is to oversee the technical design, development and installation of the electronic components needed for the operations of the HOT lanes.

On March 25, 2010, the ACCMA Board authorized the execution of the professional services contract to provide electronic toll system integration for an amount not to exceed \$7,270,708, and the execution of a contract for system manager not to exceed \$500,000.

The System Integration contract was obtain through a formal RFP process. The System Manager contract was selected through request for qualifications (RFQ) process. The executed contract for the System Manager was bundled with the Project Control Team contract. This decision connected a multi-year System Manager contract to an annually renewed contract.

In order to maintain a system manager on board to provide the technical oversight services of the system integration, staff is requesting authorization to prepare and release a Request for Proposals to procure a system manager contract. The selected system manager would ensure that the work done by the system integrator is according to the software coding protocol and licenses, all electronic equipment are either approved by Caltrans or have been tested by other tolling facilities, establish and performs factory and field system testing measures, and provide operations support.

Fiscal Impacts:

A budget was established and approved by the ACCMA board for this contract. Staff will come back to the Commission with the proposed contract and contract budget for approval.



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

www.AlamedaCTC.org

Memorandum

DATE: December 21, 2010

TO: Programs and Projects Committee

FROM: Stephen D. Haas, Project Manager

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

Recommendations:

It is recommended that the Commission authorize staff to prepare and issue an RFP and proceed with the contract procurement process to hire a consultant to prepare a Project Study Report (PSR) for conversion of the planned I-580 westbound HOV lane to an express lane (HOT) facility.

Staff will come back to the Commission for approval of a proposed consultant contract once it is negotiated.

Summary:

The eastbound I-580 HOV lane was recently completed and the project to convert the lane to an eastbound express lane(s) is currently in the environmental phase. The Westbound HOV Lane Project is in the final stages of design and the HOV lane is scheduled to open in Fall 2013. It is planned that the westbound lane will also be converted to an express lane(s) to provide additional congestion relief and consistency to the corridor. An approved PSR will provide a preferred alternative to be carried forward into the environmental and design phases.

Discussion/Background:

The I-580 Westbound Express Lane Project proposes to convert the planned I-580 westbound HOV lane to High Occupancy Toll (Express) Lane(s) between Greenville Road in the City of Livermore and San Ramon Road/Foothill Road in the Cities of Dublin and Pleasanton. Project development of the westbound HOV lane project is underway and the HOV lane is scheduled to open in Fall 2013.

On October 30, 2008 the ACCMA Board authorized the execution of professional services contracts to prepare a Traffic Revenue and Traffic Operations Report for an I-580 westbound express lane. These documents are scheduled to be completed in March 2011.

The PSR will select a preferred alternative to be carried forward into the Environmental and Design Phases, and provide a planning level cost estimate.

Fiscal Impacts:

Approval of the requested action will have a fiscal impact equal to the contract amount plus staff charges, but the amount is unknown at this time. Staff will provide updates to the Committee and Commission as procurement process advances.



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Memorandum

DATE: December 22, 2010

TO: Programs and Projects Committee

FROM: Vivek Bhat, Senior Transportation Engineer

SUBJECT: Approval of I-580 San Leandro Soundwall Project Contract Acceptance

Recommendations:

It is recommended that the Commission accept the completed construction contract with Gordon N. Ball, Inc. for the I-580 San Leandro Soundwall Project through the adoption of Alameda CTC Resolution 11-002. The requested action is contingent on the contractor's acceptance of the Proposed Final Estimate (PFE). The approved PFE is one of the components required to determine the final contract price. Additional information will be available at the meeting.

Summary:

The I-580 San Leandro Soundwall Project Construction contract was awarded to Gordon N. Ball Inc. for \$6,180,565. The project budget had a contingency of \$ 668,685. The contractor began work on the project on June 15, 2009 with a construction contract time of 250 working days. On November 12, 2010, Gordon N. Ball, Inc. completed all contract work in accordance with the plans and specifications. The Construction Manager has recommended the acceptance of the completed contract as the Contractor has satisfied the contract requirements and completed the punch list items established in coordination with the City of San Leandro and Caltrans.

Background:

General Project Description

The I-580 San Leandro Soundwall Project scope included constructing approximately 8000 feet of soundwalls along both sides of I-580 between Estudillo Avenue and 141st Avenue in the City of San Leandro. Two of the soundwalls constructed on the Estudillo and San Leandro Creek Bridge are of light weight material (Paraglas). The soundwalls along the west side of I-580 are constructed with sound absorptive material (Port-O-Wall System). The walls along the east side of I-580 are traditional masonry block walls. The soundwall heights vary between 10 to 16 feet in height.

The I-580 San Leandro Soundwall Project opened bids on May 7, 2009. On May 28, 2009 the ACCMA Board awarded contract A09-004 in the amount of \$6,180,565 to Gordon N. Ball Inc. The project budget had a contingency of \$ 668,685. On December 2, 2010 the Alameda CTC Board allocated \$500,000 of CMA TIP funds to supplement the contingency and construction management budget necessary to complete the remaining activities and to close out of the project.

On November 12, 2010, Gordon N. Ball, Inc. completed all contract work in accordance with the plans and specifications. The Contractor has completed the punch list items established in coordination with the City of San Leandro and Caltrans. The Proposed Final Estimate (PFE) is currently being reviewed by the Contractor. The approved PFE is one of the elements required to determine the final contract price. While currently there are no known claims or unresolved issues, there is always a possibility that the contractor may raise an issue during the PFE stage.

An updated memo will be presented on the day of the committee meeting.

Fiscal Impacts:

The project contract is anticipated to be completed within the allocated budget for construction including contingencies. The approved PFE is required to determine the final contract price.

Attachments:

Attachment A ACTC Resolution 11-00X

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 11-002
(Resolution of Contract Acceptance)**

WHEREAS, on May 28th, 2009, the Alameda County Congestion Management Agency (“CMA”) entered into Agreement No. A09-004 with Gordon N. Ball, Inc. (“Contractor”) for the Route 580 Soundwalls in San Leandro Project (Federal Project No. STPL-6273(052)) (“Project”); and

WHEREAS, the Contractor has completed all final “punch list” items, and Caltrans, CMA and City of San Leandro have completed final inspection which indicated that the Project has been constructed in conformity with the Agreement for Construction with the exception of presently unknown defects not disclosed in the final inspection; and

WHEREAS, the Contractor has requested a Notice of Completion be filed and final payment be made; and

WHEREAS, the Project was acknowledged as completed on November 12, 2010;

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Alameda County Transportation Commission hereby accepts the Project specified in Agreement No. A09-004.
2. The Project was completed on November 12, 2010.
3. The final contract price is the sum of \$X,XXX,XXX.00
4. Alameda CTC’s Board Secretary is hereby directed to file a Notice of Completion specifying November 12, 2010, as the completion date for this Project, copies of said Notice to be recorded in the Official Records of Alameda County, in the manner provided by law.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, January 28, 2010 in Oakland, California, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Mark Green
Chair

Gladys V. Parmelee
Clerk of the Commission

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