



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

**PROGRAMS AND PROJECTS COMMITTEE**

**MEETING NOTICE**

**Monday, May 9, 2011, 12:15 P.M.**

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

**Commission Chair**  
Mark Green, Mayor – Union City

**Commission Vice Chair**  
Scott Haggerty, Supervisor – District 1

**AC Transit**  
Greg Harper, Director

**Alameda County**  
Supervisors  
Nadia Lockyer – District 2  
Wilma Chan – District 3  
Nate Miley – District 4  
Keith Carson – District 5

**BART**  
Thomas Blalock, Director

**City of Alameda**  
Rob Bonta, Vice Mayor

**City of Albany**  
Farid Javandel, Mayor

**City of Berkeley**  
Laurie Capitelli, Councilmember

**City of Dublin**  
Tim Sbranti, Mayor

**City of Emeryville**  
Ruth Atkin, Councilmember

**City of Fremont**  
Suzanne Chan, Vice Mayor

**City of Hayward**  
Olden Henson, Councilmember

**City of Livermore**  
Marshall Kamena, Mayor

**City of Newark**  
Luis Freitas, Vice Mayor

**City of Oakland**  
Councilmembers  
Larry Reid  
Rebecca Kaplan

**City of Piedmont**  
John Chiang, Vice Mayor

**City of Pleasanton**  
Jennifer Hosterman, Mayor

**City of San Leandro**  
Joyce R. Starosciak, Councilmember

**Executive Director**  
Arthur L. Dao

**Chair:** Mayor Mark Green  
**Vice Chair:** Supervisor Scott Haggerty  
**Members:** Supervisor Nate Miley Mayor Farid Javandel  
 Mayor Tim Sbranti Councilmember Ruth Atkin  
 Councilmember Larry Reid Vice Mayor Suzanne Chan  
 Vice Mayor 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](http://www.AlamedaCTC.org)*

<b>1</b>	<b>Public Comment</b>		
		Members of the public may address the Committee during “Public Comment” on any item <u>not</u> on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee’s jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handling it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.	
<b>2</b>	<b>Consent Calendar</b>		
		2A. Minutes of April 11, 2011 – <b>page 1</b>	<b>A</b>
<b>3</b>	<b>Programs</b>		
		3A. Review Semi-Annual Update on Pass-through Fund Program and Grant Programs – <b>page 9</b>	<b>I</b>
		3B. Review Fiscal Year 2009-2010 Audit and Compliance Reporting – <b>page 31</b>	<b>I</b>

- 3C. Approval of Measure B Bicycle and Pedestrian Program Grants Extension – **page 41** **A**
- 3D. Approval of Vehicle Registration Fee Strategic Plan \* **A**
- 3E. Approval of CMA TIP Funding to Cover Shortfall in the ACCMA FY 2010-11 Budget – **page 45** **A**
- 3F. Approval of 2012 STIP Development Process – **page 51** **A**
- 3G. Approval of Final FY 2011/12 TFCA Program **page 63** **A**
- 3H. Monitoring Reports
- 3H.1 Approval of STIP Program At Risk Report – **page 67** **A**
- 3H.2 Approval of Federal STP/CMAQ Program At Risk Report – **page 73** **A**
- 3H.3 Approval of CMA Exchange Program Quarterly Status Report – **page 93** **A**
- 3H.4 Approval of TFCA Program At Risk Report – **page 95** **A**

#### **4 Projects**

- 4A. Approval of Amendment No 3 to ACTIA Contract No. A05-0045 with Mark Thomas & Company, Authorization to Advertise for Bids to Provide the Plant Maintenance Services Required by the Cooperative Agreement Between the Alameda CTC and Caltrans, and Authorization to Accept Property Transfer from Caltrans for the I-580 Castro Valley Interchange Improvements Project (ACTIA 12) – **page 99** **A**
- 4B. Approval of Measure B Funding Allocation to the Final Design and Right-of-Way Acquisition Phases of the Route 92/Clawiter - Whitesell Interchange and Reliever Route Project and Authorization to Execute Funding Agreements (ACTIA No. 15) – **page 103** **A**
- 4C. Approval of Measure B Allocation, Authorization to Submit a Letter of No Prejudice Request for State Bond Funding, and Authorization to Execute Amendments to Various Agreements including Amendment No. 2 to ACTIA Contract No. A05-0004 with URS Corporation for the Route 84 Expressway Project in Livermore (ACTIA 24) – **page 115** **A**
- 4D. Approval of Draft FY 2011/12 Strategic Plan – Allocation Plan Measure B Capital Projects Program – **page 127** **A**

#### **5 Staff and Committee Member Reports**

#### **6 Adjournment/Next Meeting: June 13, 2011**

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

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



**Directions to the Offices of the Alameda County Transportation Commission:**

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

**Public Transportation Access:**

**BART:** City Center / 12<sup>th</sup> Street Station

**AC Transit:**

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

**Auto Access:**

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



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





**PROGRAMS AND PROJECTS COMMITTEE**  
MINUTES OF APRIL 11, 2011  
OAKLAND, CALIFORNIA

The meeting was convened by Mayor Green at 12:39 p.m.

**1. Public Comment**

There was no public comment.

**2 Consent Calendar**

**2A. Minutes of March 14, 2011**

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

**3A. Approval of Draft FY 11/12 Measure B Strategic Plan Assumptions**

James O'Brien requested the Committee to recommend that the Commission approve the draft FY 2011/12 Measure B Strategic Plan Assumptions. A motion to approve staff recommendation was made by Vice Mayor Freitas; a second was made by Supervisor Haggerty. The motion passed 7-0.

**3B. Approval of Vehicle Registration Fee (VRF) Program Principles**

Matt Todd requested the Committee to recommend that the Commission approve the VRF Program principles. The principles will be the basis of a VRF Program Guidelines document. The following issues were raised: (a) Geographic equity per jurisdiction may not be possible since DMV data is not broken down by city. It was agreed to use population by planning area to achieve geographic equity; (b) Is it possible to use the VRF funds to fund crossing guards for Safe Routes to Schools? (c) Using Department of Finance population data instead of census data; (d) Is there a value to collected fees for an initial time rather than allocating the funds as they are received. There were two public comments. Councilmember Joyce Starosciak of the City of San Leandro commented that she supports the majority of funds allocated by pass through formula funds for jurisdictions. Dave Campbell commented that he supports pass through for bicycle and pedestrian and the funding eligibility for "complete streets". A motion to approve staff recommendation was made by Vice Mayor Freitas; a second was made by Supervisor Haggerty. The motion passed 7-0.

**3C. Approval of Draft FY 2011/12 Transportation Fund for Clean Air (TFCA) Program**

Jacki Taylor requested the Committee to recommend that the Commission approve the Draft FY 2011/12 TFCA Program. A motion to approve staff recommendation was made by Mayor Javandel; a second was made by Mayor Sbranti. The motion passed 7-0.

**3D. Approval of Gap Grant Funding and Grant Extensions**

Tess Lengyel requested the Committee to recommend that the Commission approve the Gap Grant Funding and Grant Extensions as follows: (1) Thirteen Gap Grants originally funded in Cycle 4 be extended until June 20, 2012 and ten of the extended Gap Grants also receive supplemental funding in the amount of \$998,408; (2) AC Transit and BART (in support of East Bay Paratransit) be eligible to apply for \$163,090 (AC Transit - \$119, 871; BART - \$43, 219) in unclaimed remaining Stabilization funding allocated for FY 09/10 and 10/11; (3) Initially designate up to \$500,000 of Gap funding for CMMP Pilots. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Javandel. The motion passed 7-0.

**3E. Approval of Three-Year Project Initiation Document (PID) Strategic Plan for Alameda County**

Vivek Bhat requested the Committee to approve the Three-Year PID Strategic Plan for Alameda County (FY 2011/12, 2012/13 and 2013/14). A motion to approve staff recommendation was made by Vice Mayor Freitas; a second was made by Mayor Sbranti. The motion passed 7-0.

**3F. Approval of Resolution 11-008 Authorizing the Execution of Various Funding Agreements**

James O'Brien requested the Committee to recommend that the Commission approve Resolution 11-008 which authorizes the execution of various funding agreements related to securing and claiming certain state and federal transportation funding. A motion to approve staff recommendation was made by Mayor Javandel; a second was made by Vice Mayor Chan. The motion passed 7-0.

**3G. Approval to Execute Master Agreement with California Highway Patrol**

Ray Akkawi requested the Committee to recommend that the Commission authorize the Executive Director or his designee, to negotiate and execute a "Master Agreement" with the California Highway Patrol to provide Construction Zone Enhanced Enforcement Program (COZEEP) services for construction projects that the Alameda CTC is administering on the State Highway System. He said that all services under these agreements will be paid out of the construction phase budget of participating projects. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Sbranti. The motion passed 7-0.

**3H. Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan (TEP) - Call for Projects and Programs Update**

Beth Walukas stated that project/program applications are due to Alameda CTC on April 12, 2011. These will be screened and a preliminary list of CWTP projects and programs will be developed. Then a draft list of projects and programs recommended for inclusion in the RTP will be developed and will be submitted to MTC by April 29, 2011. Both the CWTP and RTP draft lists will be presented to Alameda CTC committees in May culminating in a public hearing at the May 26, 2011 CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list is due to MTC on May 27, 2011. This item was for information only.

#### **4 Projects/Programs**

##### **4A. Acceptance of Semi-Annual Measure B Capital Projects Status Update and Approval of Funding Plans**

James O'Brien requested the Committee to recommend that the Commission approve: (1) Acceptance of the Semi-Annual Measure B Capital Projects Status Update for six remaining active projects from the 1986 Measure B Expenditure Plan and all of the capital projects included in the 2000 Measure B Expenditure Plan; and (2) Funding plans included in the project delivery summaries for select capital projects being implemented primarily by the Alameda County Transportation Commission. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Vice Mayor Freitas. The motion passed 7-0.

##### **4B. Acceptance of Semi-Annual ACCMA Capital Projects Status Update and Approval of Funding Plans**

Ray Akkawi requested the Committee to recommend that the Commission accept the Semi-Annual Capital Projects Status Update for major projects sponsored by the ACCMA, now the Commission, and approve its project funding plans and project delivery schedules. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Javandel. The motion passed 7-0.

##### **4C. Project Delivery Plans**

###### **4C.1. Approval of Project Delivery Plan for I-680 Northbound HOV/Express Lane Project (ACTIA No. 8); and Allocation of Measure B funds for Preliminary Engineering/Environmental Phase**

Ray Akkawi requested the Committee to recommend that the Commission approve the following actions in support of delivering the I-680 Northbound HOV/ Express Lane project: (1) Approve the attached project delivery plan for a Northbound I-680 Sunol Express Lane Project; (2) Allocate \$5.5 million of Measure B funding for the Preliminary Engineering and Environmental Clearance (PE/Env) Phase of the Northbound I-680 Sunol Express Lane Project (ACTIA No. 8); (3) Authorize the issuance of a Request for Proposals to procure an PE/Env engineering services contract; and (4) Authorize the Executive Director, or designee of the Executive Director, to execute all funding agreements and/or amendments to funding agreements, including a Cooperative Agreement with Caltrans required to initiate the PE/Env work. A motion to approve staff recommendation was made by Vice Mayor Chan; a second was made by Mayor Javandel. The motion passed 7-0.

###### **4C.2. Approval of Project Delivery Plan for I-580 Westbound HOV/Express Lane Project and Authorize Staff to Issue an RFP for a System Manager**

Ray Akkawi requested the Committee to recommend that the Commission approve the following actions in support of delivering the I-580 Westbound Express Lane project: (1) Approve the Project Delivery Plan which includes the scope, budget, and delivery schedule of the project; and (2) Amend the Commission's previous authorization for staff to prepare and issue an RFP for System Manager for I-580 Eastbound to authorize the staff to prepare and issue an RFP for System Manger for the I-580 Corridor (Eastbound and Westbound) and for I-680 Northbound Express lane. He stated that staff will come back to the Commission for approval of a proposed consultant contract once it is negotiated. A motion to approve staff recommendation was made by Mayor Javandel; a second was made by Supervisor Haggerty. The motion passed 7-0.

There was one public comment. Dave Campbell requested that a bike lane be provided in Tassjara.

**4D. Extension of Contracts**

**4D.1. Approval of Amendment No. 1 to the Electronic Toll System Development and Implementation Contract with Electronic Transactions Consultants Corporation, to extend Contract Expiration Date for the Southbound I-680 HOV/Express Lane Project**

Ray Akkawi requested the Committee to recommend that the Commission approve Amendment No. 1 to the Electronic Toll System (ETS) development and implementation contract with Electronic Transactions Consultants (ETC) Corporation, to extend the contract expiration date from June 30, 2011 to June 30, 2012. He said that the contract time extension is needed to allow the Commission to continue to provide ETS operations and maintenance services to Sunol Smart Lane Corridor Joint Powers Authority in operating the Southbound I-680 Express Lane. He also added that approval of the contract expiration date will not increase the contract budget and will not have a fiscal impact. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Javandel. The motion passed 7-0.

**4D.2. Approval of Amendment No. 2 to the Center to Center Program Communications Hub for the Tri-Valley SMART Corridor Project (C2C) with DKS Associates, to extend Contract Expiration Date**

Ray Akkawi requested the Committee to recommend that the Commission approve Amendment No. 2 to the Center to Center contract with DKS Associates, to extend the contract expiration date from December 31, 2010 to October 31, 2011. The contract time extension is needed to allow the Commission to continue to provide support to Metropolitan Transportation Commission and the Tri-Valley Cities in implementing the Center to Center System. He stated that the approval of the contract expiration date will not increase the contract budget and will have no fiscal impact. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Vice Mayor Freitas. The motion passed 7-0.

**4D.3. Approval of Amendment No. 4 to the I-680 Smart Carpool Lane Public Education and Marketing with Solem & Associates, to Extend Contract Expiration Date**

Ray Akkawi requested the Committee to recommend that the Commission approve Amendment No. 4 to the I-680 Smart Carpool Lane Public Education and Marketing contract with Solem & Associates to extend the contract expiration date from December 31, 2010 to December 31, 2011. The contract time extension is needed to continue maintaining the Express Lane website, public outreach and customer services during the operations phase of the Express Lane Project. He stated that the approval of the contract expiration date will not increase the contract budget and will have no fiscal impact. A motion to approve staff recommendation was made by Vice Mayor Freitas; a second was made by Mayor Javandel. The motion passed 7-0.

**4D.4 Approval of Amendment No. 2 to the Contract with BKF Engineers, Inc. to Prepare a PSR/PR for the I-880/Marina Blvd. Interchange Improvements Project to Extend the Expiration Date**

Stephen Haas requested the Committee to recommend that the Commission approve Amendment No. 2 to the contract with BKF Engineers, Inc., to extend the contract expiration date to December 31, 2011. BKF Engineers is preparing a Project Study Report/Project Report (PSR/PR) for improvements at the I-880/Marina Blvd. Interchange. He stated that the approval of the contract

expiration date will not increase the contract budget and will have no fiscal impact. A motion to approve staff recommendation was made by Vice Mayor Chan; a second was made by Mayor Javandel. The motion passed 7-0.

**4E. Approval of Authorization to Award Construction Contract for I-80 ICM Project – Traffic Operatios System Project No. 3**

John Hemiup requested the Committee to recommend that the Commission: (1) Approve the award of the construction contract to the firm Rosendin Electric for the construction of the I-80 ICM Traffic Operations System Project No. 3; and (2) Authorize the Executive Director to execute the construction contract with Rosendin Electric in an amount not to exceed \$1,230,000 which includes \$50,000 of Optional Bid Items . A motion to approve staff recommendation was made by Mayor Javandel; a second was made by Vice Mayor Chan. The motion passed 7-0.

**4F. Approval of CMA TIP funds to supplement budget for the I-880 Southbound HOV Lane Project**

Stephen Haas requested the Committee to recommend that the Commission authorize an additional \$800,000 in CMA-TIP funds for design support for the Interstate 880 Southbound HOV Lane Project and authorize the Executive Director to amend the existing design services contract with Rajappan & Meyer Consulting Engineers, Inc. (R&M) to provide additional seismic design services and to extend the contract expiration date to December 31, 2012. He stated that R&M provides design services for the I-880 Southbound HOV Lane Widening Project, North Segment. A motion to approve staff recommendation was made by Mayor Javandel; a second was made by Mayor Sbranti. The motion passed 7-0.

**4G. Approval of Authorization to Negotiate a System Manager Services Contract and Amend the Design Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and the Traffic Operations Systems Project No. 3 of the I-80 Integrated Corridor Mobility Project**

John Hemiup requested the Committee to recommend that the Commission: (1) Authorize the Executive Director to negotiate a System Manager Services contract with Kimley Horn & Associates to support the San Pablo Corridor Arterial and Transit Improvement Project No. 6; and (2) Authorize the Executive Director to negotiate an amendment to the existing design contract with Kimly Horn & Associates for providing design services during construction for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and for the Traffic Operations Systems (TOS) Project No. 3. A motion to approve staff recommendation was made by Mayor Javandel; a second was made by Supervisor Haggerty. The motion passed 7-0.

**4H. Approval of Consultant Team Selected to Provide Project Controls and Project Delivery Management Services and Authorization to Negotiate and Execute A Contract**

Liz Brazil requested the Committee to recommend that the Commission approve the selection of Moffatt & Nichol (M&N) to provide consultant services for project controls and project delivery management services for the Alameda CTC and authorize the negotiation and execution of a contract for these services. A motion to approve staff recommendation was made by Vice Mayor Chan; a second was made by Mayor Javandel. The motion passed 7-0.

**5 Staff and Committee Member Reports**

There were no reports.

**6 Adjournment/Next Meeting: May 9, 2011**

Chair Green adjourned the meeting at 1:58 p.m. The next meeting is on April 11, 2011.

**Attest by:**

**Gladys V. Parmelee**

Interim Clerk of the Commission





**PROGRAMS AND PROJECTS COMMITTEE MEETING**

**ROSTER OF MEETING ATTENDANCE**

April 11, 2011

12:15 p.m.

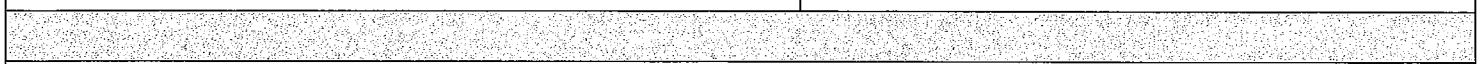
1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS		Initials	ALTERNATES	Initials
<b>Chair :</b>	Mark Green – City of Union City	<i>MG</i>	Emily Duncan – City of Union City	
<b>Vice Chair:</b>	Scott Haggerty – Alameda County, District 1	<i>SH</i>	Bill Harrison – City of Fremont	
<b>Members:</b>				
	Nate Miley – Alameda County, District 2	<i>NM</i>		
	Farid Javandel – City of Albany	<i>FJ</i>	Peggy Thomsen – City of Albany	
	Tim Sbranti – City of Dublin	<i>TS</i>	Don Biddle – City of Dublin	
	Ruth Atkin – City of Emeryville		Kurt Brinkman – City of Emeryville	
	Suzanne Chan – City of Fremont	<i>SC</i>	Bill Harrison – City of Fremont	
	Luis Freitas – City of Newark	<i>LF</i>	Alberto Huezco – City of Newark	
	Larry Reid – City of Oakland		Patricia Kernighan – City of Oakland	



**LEGAL COUNSEL**

Zack Wasserman – WRBD	<i>ZW</i> <i>(BTG)</i>
Neal Parish – WRBD	
Geoffrey Gibbs - GLG	



**STAFF**

Arthur L. Dao – Executive Director	<i>Arthur L. Dao</i> <i>Gladys Parmelee</i> <i>Matt Todd</i> <i>Ray Akkawi</i> <i>Claudia Leiva</i>
Gladys Parmelee – Executive Assistant and Clerk of the Commission	
Matt Todd - Manager of Programming	
Ray Akkawi – Manager of Project Delivery	
– Administrative Assistant III <i>CLAUDIA LEIVA</i>	

STAFF	Initials	STAFF	Initials
Patricia Reavey – Director of Finance		Arun Goel – Associate Transportation Engineer	AKG
Beth Walukas – Manager of Planning	BN	Lei Lam – Senior Accountant	
Tess Lengyel – Programs and Public Affairs Manager	TL	Liz Brazil – Contracts Administrator	LB
Yvonne Chan – Accounting Manager		Linda Adams – Executive Assistant	
Saravana Suthanthira - Senior Transportation Planner		Jacki Taylor – Programming Liaison	JT
Diane Stark -Senior Transportation Planner		Laurel Poeton – Engineering Assistant	
Vivek Bhat – Senior Transportation Engineer	VB	Vicki Winn – Administrative Assistant III	
John Hemiup – Senior Transportation Engineer	JH	Claudia Leyva – Administrative Assistant III	
Steve Haas – Senior Transportation Engineer	SH		
Bijan Yarjani – Senior Transportation Engineer		Frank Furger – Executive Director, I-680 JPA	
		James O'Brien	JO

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Dave Campbell	EAST BAY BICYCLE COALITION		dave.campbell@ebbco.org
2.	Bruce Zaeni	Moffatt/Nidul		
3.	Stefan Garcia	Alameda CTC PET	208 7474	sgarcia@alamedactc.org
4.	Nathan Landau	AC TRANSIT	891 4792	nlandau@actransit.org
5.	Bruce William	City of Oakland	238-7229	bwilliams@oakland.ca.gov
6.	Seung Cho	Alameda CTC PET	208 7472	scho@alamedactc.org
7.	TRISH REAVEY	ALTC	510-208-7422	preavey@alamedactc.org
8.	Shari Tavaf	STRADA	510-595-1993	Shariatstrada@gmail.com
9.	Jim Ogren	Jacobs	510-457-0057	james.ogren@jacobs.com
10.	Chris Miley	Alameda County	510-272-6674	
11.	Joyce Staroschek	San Leandro	510-301-7844	
12.				
13.				
14.				
15.				



**Memorandum**

**DATE:** May 2, 2011

**TO:** Programs and Projects Committee

**FROM:** Arthur L. Dao, Executive Director  
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

**SUBJECT: Review Semi-Annual Update on Pass-through Fund Program and Grant Programs**

**Recommendation**

This is an information-only item to provide an overview and status update on Alameda CTC's Pass-through Fund Program and Grant Programs.

**Summary**

Approximately 60 percent of the net revenues received from the Measure B half-cent transportation sales tax in Alameda County fund programs. Alameda CTC allocates these funds throughout the County for essential services and projects. On a monthly basis, Alameda CTC disburses pass-through program funds to 19 agencies/jurisdictions, via formulas, percentages, and grants, for five programs: bicycle and pedestrian safety, local streets and roads, mass transit including express bus services, services for seniors and people with disabilities (paratransit), and transit-oriented development. Pass-through programs are required to submit annual independent compliance audits and accompanying annual descriptive compliance reports which are due at the end of each calendar year. Grants are required to submit progress reports every six months. This document summarizes the status of pass-through programs as reported for 09-10, and grant programs as reported through January 2011.

**Background**

***Summary of Pass-through Fund Program***

Since sales tax collection began for the 2000 Measure B on April 1, 2002, Alameda CTC (formerly the Alameda Transportation Improvement Authority (ACTIA)) has collected and distributed over \$477 million in program funds, including pass-through and grant funds, to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes. In fiscal year 2009–2010 (FY 09-10), ACTIA allocated \$50,808,873 in pass-through program funds. In comparison to FY 08-09, Measure B pass-through allocations decreased by just over \$3.6 million, a decrease of approximately 7 percent of total FY 08-09 allocations. Overall agency/jurisdiction expenditures also decreased from \$65.3 million to \$54.5 million by \$10.7 million, approximately 16 percent of total FY 08-09 expenditures. These expenditures include Measure B reserves from previous years.

The agencies/jurisdictions reported earnings of \$13.4 million in interest/other income, and after expenditures, a remaining balance of \$50.7 million in unspent FY 09-10 funds. As the chart below shows, in FY 09-10, the jurisdictions reported on their compliance report forms that they received a total of \$51,488,831 in Measure B revenues. According to Alameda CTC's auditors, the Commission allocated a total of \$51,465,783 (\$50,808,873 in pass-through funds plus \$666,910 in program stabilization funds) during that timeframe.

<b>Revenue Totals for All Programs for Each Agency/Jurisdiction</b>					
<b>Agency/Jurisdiction:</b>	<b>08-09 Unspent MB Balance</b>	<b>09-10 MB Revenues</b>	<b>Interest/Other Income</b>	<b>MB Expended in 09-10</b>	<b>Ending MB Balance</b>
<b>AC Transit</b>	\$6,403	\$19,723,388	\$395,370	\$20,118,758	\$6,403
<b>BART</b>	\$0	\$1,628,617	\$8,417,147	\$1,628,617	\$0
<b>LAVTA</b>	\$0	\$738,792	\$2,166,314	\$1,280,114	\$0
<b>Alameda County</b>	\$8,652,380	\$2,291,147	\$29,926	\$1,096,901	\$9,876,552
<b>ACE</b>	\$2,298,073	\$1,911,217	\$12,913	\$1,936,980	\$2,285,223
<b>City of Alameda</b>	\$4,006,850	\$2,228,614	\$49,376	\$1,508,037	\$4,776,803
<b>City of Albany</b>	\$8,162	\$337,560	\$585	\$313,824	\$32,483
<b>City of Berkeley</b>	\$1,603,273	\$2,382,371	\$154,317	\$2,321,878	\$1,818,083
<b>City of Dublin</b>	\$1,314,593	\$398,611	\$35,088	\$592,547	\$1,155,745
<b>City of Emeryville</b>	\$268,272	\$224,926	\$5,299	\$28,723	\$469,774
<b>City of Fremont</b>	\$4,970,274	\$2,665,343	\$139,688	\$2,705,385	\$5,069,919
<b>City of Hayward</b>	\$2,020,295	\$2,503,573	\$614,830	\$2,021,630	\$3,117,067
<b>City of Livermore</b>	\$1,873,134	\$898,681	\$30,960	\$1,171,508	\$1,631,267
<b>City of Newark</b>	\$1,270,327	\$553,874	\$26,171	\$1,160,223	\$690,147
<b>City of Oakland</b>	\$14,671,267	\$9,315,720	\$250,871	\$11,983,470	\$12,337,886
<b>City of Piedmont</b>	\$408,511	\$326,261	\$0	\$420,260	\$314,512
<b>City of Pleasanton</b>	\$1,840,807	\$774,923	\$415,012	\$852,346	\$1,778,048
<b>City of San Leandro</b>	\$3,072,711	\$1,360,136	\$193,543	\$2,613,316	\$2,036,436
<b>City of Union City</b>	\$2,877,572	\$1,225,077	\$471,046	\$791,983	\$3,349,729
<b>Total</b>	<b>\$51,162,902</b>	<b>\$51,488,831</b>	<b>\$13,408,455</b>	<b>\$54,546,501</b>	<b>\$50,746,077</b>

**Notes:**

<sup>1</sup>The table above reflects the total MB spent, based on analysis of the PDF report form, Table 1 attachment, and audit.

<sup>2</sup>Not all agencies reported stabilization or minimum service level funds as part of their Measure B expended in 09-10. Some included this as Interest/Other Income but did not include it in the total spent.

<sup>3</sup>AC Transit reported an ending MB balance of zero, and did not include stabilization of \$395,370 as part of the total MB expended in this chart.

<sup>4</sup>City of Oakland has submitted documentation on its plan to spend-down these reserves, and anticipates fully utilizing all reserves.

<sup>5</sup>City of Pleasanton reported MB paratransit expenditures of \$472,882.21 in the compliance report and \$72,541 in the Table 1 Attachment and audit, so \$72,541 is included in the chart above.

<sup>6</sup>The expenditures throughout this report vary slightly due to number rounding.

**Pass-through fund program facts:**

- Of the \$50.8 million in Measure B pass-through distributions, approximately \$20 million (40 percent) funded 173 local streets and roads projects; \$19 million (37 percent) funded

16 mass transit projects; \$8 million (16 percent) funded 30 paratransit projects and programs; and \$3.4 million (7 percent) funded 68 bicycle and pedestrian projects.

- The 19 agencies/jurisdictions leveraged \$50.8 million in Measure B funds to cover total overall project costs in FY 09-10 of over \$340 million. Of this \$340 million, approximately 74 percent of these total costs funded mass transit, 13 percent funded local street and roads projects, 11 percent funded paratransit, and less than 2 percent funded for bicycle and pedestrian projects.
- In their compliance report Table 1 Attachment form, the 19 agencies/jurisdictions reported total program expenditures of \$54.5 million as follows: \$21.9 million for local streets and roads projects, \$19.6 million for mass transit projects, over \$9.7 million for paratransit services for seniors and people with disabilities, and \$3.2 million for bicycle and pedestrian projects.

Jurisdictions rely on Measure B funds for numerous types of projects: bikeways, bicycle parking facilities, and pedestrian crossing improvements; installation of signage, guardrails, and traffic signals and lights, sidewalk and ramp repairs, and street resurfacing and maintenance; bus, rail, and ferry services; and individual demand-response trips, shuttle and fixed-route trips, and meal delivery and other programs for seniors and people with disabilities.

### ***Summary of Grant Programs***

Alameda CTC also distributes grant funds to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes, through the following four grant programs. Before grant program awards to project sponsors, all grants are evaluated by the Alameda CTC. The CDF grants are recommended to the Commission by the Bicycle and Pedestrian Advisory Committee (BPAC), and Paratransit Gap grants are recommended to the Commission by the Paratransit Advisory and Planning Committee (PAPCO). In FY 09-10, Alameda CTC reimbursed project sponsors a total of over \$5.4 million.

- **Bicycle and Pedestrian Countywide Discretionary Fund (CDF):** ACTIA has allocated over \$9.7 million over four funding cycles to 41 capital projects, programs, and master plans. In FY 09-10, Alameda CTC reimbursed grant project sponsors a total of just over \$1 million.
- **Express Bus Service Fund:** The Expenditure Plan includes \$10 million (1998 dollars) for Express Bus Service programs. To date, ACTIA has allocated just under \$6.7 million over two grant cycles to six express bus service projects. In FY 09-10, Alameda CTC reimbursed grant project sponsors a total of just over \$2 million.
- **Measure B Special Transportation for Seniors and People with Disabilities Fund (Paratransit Gap):** ACTIA has allocated over \$9.8 million over five funding cycles to 52 transportation projects and programs for seniors and people with disabilities. In FY 09-10, Alameda CTC reimbursed grant project sponsors over \$2.1 million.
- **Transit Oriented Development Fund:** The Expenditure Plan includes \$2.7 million (1998 dollars) for Transit Center Development (TCD). ACTIA has allocated over \$1.1 million to eight TOD/TCD projects throughout Alameda County. In FY 09-10, Alameda CTC reimbursed grant project sponsors a total of \$187,984.

**Grant program facts:**

- As of March 2011, Alameda CTC has funded 107 grant projects in the amount of \$27.3 million.
- These grant programs have leveraged Measure B funds to cover total grant program costs of over \$110 million.
- Currently, 40 grants are active, two were superceded, and one was cancelled.

Overall, the four grant programs have been successful, meeting and exceeding performance measures and other markers of success. The 64 complete projects have improved transportation in Alameda County in a number of ways for each type of grant program as follows.

**Bicycle and Pedestrian Safety:** The 24 complete bicycle and pedestrian safety projects have helped close gaps for pedestrians and bicyclists, and made travel safer for people throughout Alameda County:

- Project sponsors completed 13 capital projects that enhance bicycle and pedestrian travel. These include three streetscape enhancement projects; a bikeway project; a bicycle and pedestrian path; four trails; three feasibility studies, including a feasibility study for a highway undercrossing, a feasibility study for an estuary crossing and a feasibility and engineering study; and bicycle lockers at a BART Station.
- Seven successful plan projects include updates to bicycle plans for Alameda County, the City of Oakland, and U.C. Berkeley; a Pedestrian and Bicycle plan for the City of Pleasanton; two pedestrian plans for the Alameda County and the City of Alameda; and a corridor improvement plan along the Oakland Subdivision corridor of the Union Pacific Railroad.
- Four programs provided education and outreach: A bicycle education program provided comprehensive on-road bicycle safety training for local youth, grades five through 12; a travel outreach program provided personalized travel information for approximately 20,000 people; a bicycle safety education classes educated several thousand adults, teenagers, and children about bicycle safety; and a Safe Routes to Schools program helped to ensure bicycle and pedestrian safety for youth going to and from school.

**Express Bus Service:** Three of six express bus service projects are complete and have improved express bus services in the County: AC Transit's Ardenwood Express Bus Park and Ride Improvements, Express Bus Connectivity – Major Hubs and the 1R International Rapid Weekday and Weekend Operations, a project that received funds from the superceded Countywide Express Bus Plan project.

**Paratransit:** The 32 complete projects have improved transportation access for seniors and people with disabilities in a variety of ways: through Countywide mobility coordination, shuttle and taxi services, transportation to and from medical and non-medical appointments, group trips, special transportation services for individuals with dementia, rider care assistance, fare assistance, software to improve communication between riders and shuttle drivers, outreach and travel training, safety awareness, and travel assistance through travel escorts and volunteers. For many, this program has been a lifeline. Due to a significant reduction in Measure B sales tax revenue as a result of the recession, ACTIA did not issue a Cycle 5 gap grant call for projects in fiscal year



2009-2010. However, in late June 2010, ACTIA executed amendments for Board-approved supplemental funding and extensions.

**Transit-oriented Development:** The five complete projects have made transit more convenient and accessible for the general public through transit development in the following ways:

- The funding supported the CMA-managed TOD-TAP (Technical Assistance Program).
- Three projects were completed include the following station improvement plans: the Alameda Point Station Area Plan, the Downtown San Leandro Bus Rapid Transit Station Plan, and the Pleasanton Hacienda Business Park Station Area Plan.

### **Meeting the Needs of Alameda County Voters**

Overall, Alameda CTC grant programs support the Alameda CTC's mission to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. These grant programs are competitive, valuable, and improve transportation for thousands of youth, adults, seniors, and people with disabilities throughout the County.

Based on a recent telephone survey of 813 Alameda County voters by EMC Research, Inc. for Alameda CTC, it was demonstrated the importance of program funding for critical transportation programs for those who live and work in the county. Survey results showed that the following programs are very important to voters:

- Keeping public transit service affordable for those who depend on it, including seniors, youth, and people with disabilities (85 percent)
- Making it easier to get to work and school using public transportation (78 percent)
- Maintaining streets, roads, and highways (78 percent)
- Maintaining and operating existing transit services (75 percent)
- Improving transportation services for seniors and people with disabilities (74 percent)
- Improving local streets to make them safer and more efficient for all (70 percent)
- Reducing air pollution and greenhouse gas emissions from the county's cars, trucks, buses, and trains (68 percent)

### **Expanded Grant Program Summary**

The following expanded summary of all Measure B grants is listed by programmatic funding source. The attachments provide additional detail, including the grant summary list in Attachment A.

### **Bicycle and Pedestrian Countywide Discretionary Fund Grants Status**

Alameda CTC has allocated the Countywide Discretionary Fund for Bicycle and Pedestrian Grants through four funding cycles to date. The grant period for Cycle 1 began February 26, 2004, Cycle 2 began April 28, 2005, Cycle 3 began July 1, 2007, and Cycle 4 began July 1, 2009. All four cycles are for two-year funding periods. The Cycle 1 and 2 project sponsors have all completed their projects. See Attachment B for a detailed summary of the progress made for all four cycles of Bicycle and Pedestrian CDF grants. This grant program supports three different types of bicycle and pedestrian projects: capital projects, master plans, and programs.

- *Cycle 1 Countywide Discretionary Funds – Grant Period Began: February 2004*  
ACTIA funded seven projects in the first funding cycle. Six projects are complete, and one project was superseded with a Cycle 3 grant (three capital projects, three master plans, and one program).  
**Total Measure B Funds:** \$1,500,000  
**Total Projects Value:** \$7,494,119
- *Cycle 2 Countywide Discretionary Funds – Grant Period Began: April 2005*  
ACTIA funded eight projects in the second funding cycle. All projects are complete (six capital projects and two master plans).  
**Total Measure B Funds:** \$1,000,000  
**Total Projects Value:** \$2,143,921
- *Cycle 3 Countywide Discretionary Funds – Grant Period Began: July 2007*  
ACTIA funded 14 projects in the third funding cycle (10 capital projects, one master plan, and three programs). Four projects are active and 10 are complete.  
**Total Measure B Funds:** \$3,257,292  
**Total Projects Value:** \$17,689,127
- *Cycle 4 Countywide Discretionary Funds – Grant Period Began: July 2009*  
ACTIA funded 12 projects in the fourth funding cycle. Many projects have started to move forward (five capital projects, three master plans, and four programs).  
**Total Measure B Funds:** \$4,000,000  
**Total Projects Value:** \$8,247,792

#### **Express Bus Service Grants Status**

ACTIA allocated the first-year Express Bus Service Grants in fiscal year 2006 to 2007. The grant period for Cycle 1 began July 1, 2006, and expired October 31, 2009. Cycle 2 began in July 2009. See Attachment C for a detailed summary.

- *Cycle 1 Express Bus Funds – Grant Period Began: July 2006*  
ACTIA funded three projects in the first funding cycle. Two projects are complete, and one received a board-approved extension.  
**Total Measure B Funds:** \$3,170,843  
**Total Projects Value:** \$12,198,850
- *Cycle 2 Express Bus Funds – Grant Period Began: July 2009*  
ACTIA funded three projects in the second funding cycle. Two of the projects from this cycle are active. The third project has been superseded by one of the previous two projects.  
**Total Measure B Funds:** \$3,528,157  
**Total Projects Value:** \$5,069,679

#### **Paratransit Gap Fund Grants Status**

ACTIA has allocated Paratransit Gap Fund Grants through four funding cycles to date. The grant period for Cycle 1 began July 1, 2004; Cycle 2 began July 1, 2005; Cycle 3 began July 1, 2006; and Cycle 4 began July 1, 2008. Cycles 1 and 2 were one-year funding periods, whereas Cycles 3 and 4 are two-year funding periods. See Attachment D for a detailed summary of the progress made for Cycles 1 through 4 Paratransit Gap Fund Grants.

- *Cycle 1 and 2 Gap Grant Projects – Grant Periods Began: July 2004 and July 2005*  
ACTIA funded 16 projects in the first and second funding cycles. These projects are complete.  
**Total Measure B Funds: \$1,536,365**  
**Total Projects Value: \$1,536,365**
- *Status of Cycle 3 Projects – Grant Period Began: July 2006*  
ACTIA funded 16 projects in the third funding cycle. Twelve projects are complete; the remaining four have either requested or have been granted extensions. These projects are scheduled for fall 2011 completion except for one which will end in fall 2010.  
**Total Measure B Funds: \$3,737,669**  
**Total Projects Value: \$4,371,352**
- *Status of Cycle 4 Projects – Grant Period Began: July 2008*  
ACTIA funded 20 projects for the fourth funding cycle. All projects are proceeding as outlined in the ACTIA Grant Funding Agreement, except for one cancelled project. Those projects granted Board-approved extensions are expected to be complete in fall 2011.  
**Total Measure B Funds: \$4,544,093**  
**Total Projects Value: \$6,703,326**

### **Transit-oriented Development Grants Status**

ACTIA has allocated Transit-oriented Development Grants through two funding cycles to date. The grant period for Cycle 1 began in 2005; Cycle 2 began in 2007. In 2009, ACTIA allocated additional funding for technical assistance. See Attachment E for a detailed summary of the progress made for Cycles 1 and 2 Transit-oriented Development Grants.

- *Cycle 1– Grant Periods Began: 2005*  
The four projects funded in this cycle are complete.  
**Total Measure B Funds: \$340,390**  
**Total Projects Value: \$1,662,175**
- *Cycle 2 – Grant Period Began: 2007*  
Of the four projects funded in this cycle, two active projects have been granted extensions, one project expired in October 2010, and one project is complete.  
**Total Measure B Funds: \$767,000**  
**Total Projects Value: \$42,199,000**

### **Fiscal Impacts**

There are no fiscal impacts at this time.

### **Attachments**

- A. Alameda CTC Programs Grants Summary
- B. Bicycle and Pedestrian Countywide Discretionary Fund Grants
- C. Express Bus Service Grants
- D. Paratransit Gap Fund Grants
- E. Transit-oriented Development Grants

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

Grant Program	Cycle	Agreement No.	Grant Project Sponsor	Grant Project Name	Current (Amended) MB Funds	Current Other Funds	Current (Amended) Total Project Cost	Project Status		
<b>Bicycle and Pedestrian</b>	1	A04-0016	City of Oakland	Eastlake Streetscape and Pedestrian Enhancement Project	\$262,000	\$2,827,600	\$3,089,600	Complete		
		A04-0018	City of Oakland Public Works Agency	Oakland Bicycle Master Plan Update	\$134,000	\$166,440	\$300,440	Complete		
		A04-0017	City of San Leandro	San Leandro Bay Trail Slough Bridge	\$250,000	\$1,399,027	\$1,649,027	Superceded		
		A04-0019	County of Alameda Public Works Agency	Alameda County Pedestrian Master Plan for Unincorporated Areas	\$120,000	\$50,000	\$170,000	Complete		
		A04-0022	East Bay Asian Youth Center	Bicycle Education Programs	\$222,750	\$170,000	\$392,750	Complete		
		A04-0021	East Bay Regional Park District	Iron Horse Trail	\$450,000	\$1,381,052	\$1,831,052	Complete		
		A04-0023	University of California (Berkeley)	UC Berkeley Bicycle Plan	\$61,250	\$0	\$61,250	Complete		
	<b>Cycle 1 Grants (7) Subtotal</b>					<b>\$1,500,000</b>	<b>\$5,994,119</b>	<b>\$7,494,119</b>		
	2	A05-0030	Alameda County Congestion Mangement Agency	Countywide Bicycle Plan Update	\$30,000	\$20,000	\$50,000	Complete		
		A05-0036	Alameda County Public Works Agency	Coliseum BART to Bay Trail Connector Environmental Study	\$100,000	\$15,000	\$115,000	Complete		
		A05-0031	City of Alameda	City of Alameda Pedestrian Master Plan	\$36,000	\$9,000	\$45,000	Complete		
		A05-0035	City of Albany	Buchanan and I-801-580 Intersection Alternative Bicycle/Pedestrian Connector Trail	\$75,000	\$35,000	\$110,000	Complete		
		A05-0034	City of Oakland	Market Street Bikeway Project	\$235,000	\$459,921	\$694,921	Complete		
		A05-0032	City of Union City	11th Street Enhancement Project	\$300,000	\$497,000	\$797,000	Complete		
		A05-0033	East Bay Regional Park District	Alamo Canal Trail Undercrossing of I-580 Feasibility Study	\$50,000	\$50,000	\$100,000	Complete		
		A05-0037	San Francisco Bay Area Rapid Transit District	BART Station Electronic Bicycle Lockers	\$174,000	\$58,000	\$232,000	Complete		
	<b>Cycle 2 Grants (8) Subtotal</b>					<b>\$1,000,000</b>	<b>\$1,143,921</b>	<b>\$2,143,921</b>		
	3	A07-0004	Alameda County Public Works Agency	Union Pacific (Oakland Subdivision) Railroad Corridor Improvement Plan	\$75,000	\$75,000	\$150,000	Complete		
		A07-0003	Alameda-Contra Costa Transit District	Bike Racks for New Buses	\$20,000	\$100,000	\$120,000	Active		
		A07-0005	Berkeley Redevelopment Agency	Aquatic Park Connection Streetscape Improvement Project - Phase 1 Bike & Ped Improvements	\$65,000	\$1,160,000	\$1,225,000	Active		
		A07-0006	City of Alameda	Alameda-Oakland Estuary Crossing Feasibility Study	\$100,000	\$310,797	\$410,797	Complete		
		A07-0007	City of Albany	Buchanan Bicycle/Pedestrian Path	\$266,000	\$51,600	\$317,600	Complete		
		A07-0008	City of Berkeley	Ashby BART Station/Ed Roberts Campus Pedestrian and Bicycle Access and Safety Project	\$136,000	\$6,914,000	\$7,050,000	Active		
		A07-0009	City of Berkeley	Travel Choice - Berkeley	\$190,000	\$447,000	\$637,000	Complete		
		A07-0010	City of Livermore	Iron Horse Trail Feasibility & Engineering Study	\$70,000	\$98,000	\$168,000	Complete		
		A07-0011	City of Oakland	MacArthur Transit Hub Streetscape Improvement Project	\$215,000	\$2,608,000	\$2,823,000	Complete		
		A07-0012	City of Pleasanton	Pleasanton Pedestrian & Bicycle Master Plan	\$111,000	\$0	\$111,000	Complete		
		A07-0013	City of San Leandro	Bay Trail Slough Bridge	\$1,000,000	\$2,030,000	\$3,030,000	Active		
		A07-0015	East Bay Bicycle Coalition	Bicycle Safety Education Classes	\$38,000	\$3,250	\$41,250	Complete		
		A07-0014	East Bay Regional Park District	I-580 Undercrossing, Alamo Canal Trail	\$235,000	\$100,000	\$335,000	Complete		
	A07-0016	Transportation and Land Use Coalition	Safe Routes to School (SR2S) Alameda County Partnership	\$736,292	\$534,188	\$1,270,480	Complete			
	<b>Cycle 3 Grants (14) Subtotal</b>					<b>\$3,257,292</b>	<b>\$14,431,835</b>	<b>\$17,689,127</b>		
	4	A09-0023	Alameda County Congestion Management Agency	Alameda Countywide Bicycle Plan Update	\$130,000	\$35,000	\$165,000	Active		
		A09-0021	City of Albany	Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan	\$130,000	\$30,000	\$160,000	Active		
		A09-0018	City of Dublin	Alamo Canal Regional Trail Undercrossing of I-580: Construction	\$891,000	\$1,760,000	\$2,651,000	Active		
		A09-0020	City of Fremont	Irvington Area Pedestrian Improvements	\$342,000	\$58,000	\$400,000	Active		
		A09-0026	City of Fremont	Tri-City Senior Walk Clubs	\$52,000	\$15,000	\$67,000	Active		
		A09-0022	City of Newark	Newark Pedestrian and Bicycle Master Plan	\$119,000	\$30,000	\$149,000	Active		
		A09-0017	City of Oakland	Lakeshore/Lake Park Avenue Complete Streets Project	\$573,599	\$633,992	\$1,207,591	Active		
		A09-0025	East Bay Bicycle Coalition	Bicycle Safety Education Program	\$215,401	\$4,800	\$220,201	Active		
		A09-0019	East Bay Regional Parks District	Iron Horse Trail Feasibility Study - Dublin BART to Santa Rita Road	\$25,000	\$25,000	\$50,000	Active		
		A09-0024	TransForm	Safe Routes to Schools Alameda County Partnership	\$820,000	\$1,075,000	\$1,895,000	Active		
		A09-0027	TransForm	TravelChoice New Residents	\$175,000	\$178,000	\$353,000	Active		
		A09-0016	Alameda CTC	East Bay Greenway Environmental Review and Implementation Strategy	\$527,000	\$403,000	\$930,000	Active		
		<b>Cycle 4 Grants (12) Subtotal</b>					<b>\$4,000,000</b>	<b>\$4,247,792</b>	<b>\$8,247,792</b>	
	<b>41 Bicycle and Pedestrian - Cycles 1 - 4 Grants Total</b>					<b>\$9,757,292</b>	<b>\$25,817,667</b>	<b>\$35,574,959</b>		
	<b>Express Bus</b>	1	A06-0039	Alameda-Contra Costa Transit District	Ardenwood Express Bus Park and Ride Improvements	\$1,500,000	\$6,800,000	\$8,300,000	Complete	
			A06-0038	Alameda-Contra Costa Transit District	Express Bus Connectivity - Major Hubs	\$21,843	\$2,427	\$24,270	Complete	
			A06-0040	Livermore Amador Valley Transit Authority	LAVTA Bus Rapid Transit	\$1,649,000	\$2,311,407	\$3,960,407	Active	
		<b>Cycle 1 Grants (3) Subtotal</b>					<b>\$3,170,843</b>	<b>\$9,113,834</b>	<b>\$12,284,677</b>	
		2	Pending	Alameda-Contra Costa Transit District	Alameda County Countywide Express Bus Plan (from Cycle 1 funding)	\$0	\$0	\$0	Superceded	
			A09-0035	Alameda-Contra Costa Transit District	1R International Rapid Weekday and Weekend Operations (funding rolled over from superceded)	\$2,028,157	\$1,171,522	\$3,199,679	Complete	
			A09-0036	Livermore Amador Valley Transit Authority	LAVTA Express Bus Operating Assistance	\$1,500,000	\$370,000	\$1,870,000	Active	
		<b>Cycle 2 Grants (3) Subtotal</b>					<b>\$3,528,157</b>	<b>\$1,541,522</b>	<b>\$5,069,679</b>	
		<b>6 Express Bus - Cycles 1-2 Grants Total</b>					<b>\$6,699,000</b>	<b>\$10,655,356</b>	<b>\$17,354,356</b>	
		<b>Paratransit</b>	1 & 2	A04-0027	City of Alameda	Medical Return Trip Improvement Program (MRTIP)	\$64,514	\$0	\$64,514	Complete
				A04-0026	City of Albany	Medical Return Trip Improvement Program (MRTIP)	\$11,480	\$0	\$11,480	Complete
	A04-0028			City of Berkeley	Medical Return Trip Improvement Program (MRTIP)	\$76,163	\$0	\$76,163	Complete	
	A04-0029			City of Emeryville	Medical Return Trip Improvement Program (MRTIP)	\$10,080	\$0	\$10,080	Complete	
	A04-0033			City of Fremont	Paratransit Fare Assistance Program	\$52,388	\$0	\$52,388	Complete	
	A04-0033			City of Fremont	Travel Escort Program	\$77,836	\$0	\$77,836	Complete	
	A04-0033			City of Fremont	Medical Outreach Transportation Program (South County)	\$89,599	\$0	\$89,599	Complete	
	A04-0031			City of Hayward	Pre-scheduled Non-Medical Trips	\$93,700	\$0	\$93,700	Complete	
	A04-0031			City of Hayward	Same Day Medical Trips	\$164,650	\$0	\$164,650	Complete	
	A04-0031			City of Hayward	Joint Medical Transportation Outreach Project	\$26,023	\$0	\$26,023	Complete	
	A04-0031			City of Hayward	Group Recreational Trips	\$93,700	\$0	\$93,700	Complete	
	A04-0030			City of Oakland	Medical Return Trip Improvement Program (MRTIP)	\$397,783	\$0	\$397,783	Complete	
	A04-0030			City of Oakland	Accessible Home Improvement Paratransit Program (AHIPP)	\$132,763	\$0	\$132,763	Complete	
	A04-0032			City of San Leandro	Joint Medical Transportation Outreach Project	\$7,500	\$0	\$7,500	Complete	
	A04-0032			City of San Leandro	San Leandro Out of Town Medical Trips	\$96,975	\$0	\$96,975	Complete	
	A04-0036			Livermore Amador Valley Transit Authority/Pleasanton Paratransit	Tri-Valley Taxi Study for Seniors and Disabled	\$141,211	\$0	\$141,211	Complete	
	<b>Cycles 1 &amp; 2 Grants (16) Subtotal</b>					<b>\$1,536,365</b>	<b>\$0</b>	<b>\$1,536,365</b>		
	3		ACTIA-3	Alameda County Transportation Improvement Authority	Countywide Mobility Coordination Program	\$500,000	\$0	\$500,000	Complete	
			ACTIA-2 (A06-0044)	Alameda County Transportation Improvement Authority/City of Fremont	South County Taxi Pilot Project (includes \$100K to St. MiniCab PSA)	\$455,700	\$0	\$455,700	Active	
			ACTIA-1 (A06-0044)	Alameda County Transportation Improvement Authority/City of Fremont	Tri-City Travel Training Pilot Project	\$230,000	\$60,000	\$290,000	Active	
			A06-0030	Alameda-Contra Costa Transit District	East Bay Paratransit Mobile Data Computer/Automatic Vehicle Location Pilot Program	\$500,000	\$61,645	\$561,645	Complete	
			A06-0036	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$300,000	\$348,743	\$648,743	Complete	
			A06-0028	Bay Area Community Services	Diamond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion	\$150,245	\$5,129	\$155,374	Active	
			A06-0034	Bay Area Community Services	North Alameda County Group Trip Program	\$240,454	\$17,447	\$257,901	Complete	
			A06-0035	Center for Independent Living/USOAC	Outreach and Travel Training Project of North Alameda County	\$239,976	\$18,888	\$258,864	Complete	
			A06-0027	City of Berkeley/Ed Roberts Campus	Ashby BART Station/Ed Roberts Campus	\$141,000	\$16,000	\$157,000	Active	
			A06-0044	City of Fremont	Older Driver Safety Awareness Program	\$36,000	\$0	\$36,000	Complete	
			A06-0044	City of Fremont	Volunteers for Independence Program	\$70,000	\$0	\$70,000	Complete	
			A06-0032	City of Hayward	Hayward Ride-Today!	\$355,700	\$0	\$355,700	Complete	
			A06-0031	City of Newark	Fare Assistance for AC Transit Circulator Routes	\$93,026	\$0	\$93,026	Complete	
			A06-0033	Livermore Amador Valley Transit Authority/Pleasanton Paratransit	LAVTA Paratransit Customer Service Software	\$175,000	\$26,000	\$201,000	Complete	
			A06-0037	Livermore Amador Valley Transit Authority/Pleasanton Paratransit	Tri-Valley Travel Training Program	\$123,800	\$57,460	\$181,260	Complete	
			A06-0029	San Francisco Bay Area Rapid Transit District	East Bay Paratransit Rider Care Specialist	\$126,768	\$22,371	\$149,139	Complete	
	<b>Cycle 3 Grants (16) Subtotal</b>					<b>\$3,737,669</b>	<b>\$633,683</b>	<b>\$4,371,352</b>		
	4		ACTIA-4	Alameda County Transportation Improvement Authority	Central County Taxi Program Expansion and "Guaranteed Ride Home" for Travel Training Participants	\$35,000	\$0	\$35,000	Cancelled	
			ACTIA-5	Alameda County Transportation Improvement Authority	Countywide Mobility Coordination	\$374,000	\$0	\$374,000	Complete	
			A08-0025	Alameda-Contra Costa Transit District	Interactive Voice Response (IVR)/Web-based Scheduling Software	\$200,000	\$0	\$200,000	Active	
			A08-0026	Alameda-Contra Costa Transit District	New Freedom Fund Grant Match	\$36,000	\$144,000	\$180,000	Active	
			A08-0024	Alameda-Contra Costa Transit District	EBP Mobile Data Terminal/Automatic Vehicle Locator Project	\$306,000	\$300,000	\$606,000	Active	
			A08-0029	Alzheimer's Services of the East Bay	Driving Growth through Transportation: Special Transportation Services for Individuals with Dementia	\$440,000	\$992,820	\$1,432,820	Active	
			A08-0030	Bay Area Outreach and Recreation Program	BORP North County Youth/Adults with Disabilities Group Trip Project	\$344,200	\$153,230	\$497,430	Active	
			A08-0031	Centers for Independent Living	Mobility Matters!	\$376,209	\$123,395	\$499,604	Active	
			A08-0032	City of Albany	Albany Senior Center Community Shuttle Bus	\$161,600	\$30,900	\$192,500	Active	
			A08-0033	City of Emeryville	94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities	\$232,000	\$18,000	\$250,000	Active	
			A08-0034	City of Fremont	VIP Rides Program	\$228,148	\$0	\$228,148	Active	
			A08-0035	City of Hayward	Hayward Round About - Paratransit Shuttle Service	\$440,000	\$0	\$440,000	Complete	
		A08-0036	City of Oakland	GRIP - Grocery Return Improvement Program	\$275,885	\$0	\$275,885	Active		
		A08-0037	City of Oakland - Department of Human Resources	TAXI - UP & GO Project!	\$143,472	\$260,840	\$404,312	Active		
	A08-0038	City of Pleasanton	Downtown Route	\$387,739	\$75,208	\$462,947	Active			
	A08-0039	City of Pleasanton	Rider Assessment Service	\$9,200	\$8,927	\$18,127	Complete			
	A08-0041	Livermore Amador Valley Transit Authority	Paratransit Vehicle Donation Program and Dial-a-Ride Scholarship	\$95,000	\$4,813	\$99,813	Closing Out			
	A08-0040	Livermore Amador Valley Transit Authority	LAVTA Livermore Senior Housing Shuttle	\$191,000	\$9,500	\$200,500	Complete			
	A08-0042	San Francisco Bay Area Rapid Transit District	Learn BART! A Picture Guide to Riding BART	\$43,000	\$21,600	\$64,600	Active			
A08-0043	Senior Support Program of the Tri Valley	Volunteers Assisting Same Day Transportation and Escorts	\$225,640	\$16,000	\$241,640	Active				
<b>Cycle 4 Grants (20) Subtotal</b>					<b>\$4,544,093</b>	<b>\$2,159,233</b>	<b>\$6,703,326</b>			
<b>52 Paratransit - Cycles 1 - 4 Grants Total</b>					<b>\$9,818,127</b>	<b>\$2,792,916</b>	<b>\$12,611,043</b>			
<b>Transit Oriented Development</b>	1	A05-0019	Alameda County Congestion Management Agency (ACOMA)	Transit Oriented Development Technical Assistance Program	\$250,000	\$50,000	\$300,000	Complete		
		A05-0046	City of Alameda	Alameda Point Station Area Plan Project	\$25,415	\$224,585	\$250,000	Complete		
		A05-0047	City of San Leandro	Downtown San Leandro Bus Rapid Transit Station Area Plan Project	\$51,750	\$648,250	\$700,000	Complete		
		A05-0048	City of Pleasanton	Pleasanton Hacienda Business Park Station Area Plan Project	\$13,225	\$398,950	\$412,175	Complete		
	<b>Cycle 1 Grants (4) Subtotal</b>					<b>\$340,390</b>	<b>\$1,321,785</b>	<b>\$1,662,175</b>		
	2	A07-0017	City of Livermore	Downtown Livermore Pedestrian Transit Connections Program	\$180,500	\$1,200,000	\$1,380,500	Complete		
		A07-0018	City of Fremont	Bay Street Streetscape Project	\$138,000	\$3,262,000	\$3,400,000	Active		
		A07-0019	City of Oakland	West Oakland Seventh Street Transit Village Streetscape	\$218,500	\$4,370,344	\$4,588,844	Active		
		A07-0020	City of Berkeley	Transportation Enhancements at Ashby BART Station/Ed Roberts Campus	\$230,000	\$33,770,000	\$34,000,000	Active		
<b>Cycle 2 Grants (4) Subtotal</b>					<b>\$767,000</b>	<b>\$42,602,344</b>	<b>\$43,369,344</b>			
<b>8 Transit Oriented Development - Cycles 1 - 2 Grants Total</b>					<b>\$1,107,390</b>	<b>\$43,924,129</b>	<b>\$45,031,519</b>			
<b>107 ACTIA Program Grants Total (Paratransit + Bicycle and Ped + Express Bus+Transit Oriented Development)</b>					<b>\$27,381,809</b>	<b>\$83,190,068</b>	<b>\$110,571,877</b>			

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

**Bicycle and Pedestrian Grants: Status of Cycle 1 Projects**

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Grant Period Began: February 2004

ACTIA funded seven projects during Cycle 1. Six of the projects are complete, and one was superseded.

**Bicycle and Pedestrian Grants: Status of Cycle 2 Projects**

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Grant Period Began: April 2005

ACTIA funded eight projects during Cycle 2, all of which are complete.

**Bicycle and Pedestrian Grants: Status of Cycle 3 Projects**

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Grant Period Began: July 2007

ACTIA funded 14 projects in Cycle 3. Four projects are active after receiving extensions with the remaining 10 complete. The updates below are based on information the Project Sponsors reported through their most recent progress reports (submitted at the end of January 2011).

- **Aquatic Park Connection Streetscape Improvement Project** (Berkeley Redevelopment Agency): The Project Sponsor has received approval of five amendments. The most recent one approved by the Alameda CTC extended the grant completion date to October 31, 2011.
  - With the bid coming in under the 83 percent project cap, staff anticipates including additional thermoplastic bike treatments that connect the Aquatic Park Connection Route to the existing Bike Boulevards as endorsed by the Berkeley Bike Plan.
  - The Project Sponsor has installed bike racks/tree guards, pedestrian lighting, wayfinding, seating, and new sidewalks, as well as remaining signage manufactured with funding from Alameda CTC.
  - Completion of all streetscape elements are expected by the end of July 2011.
  - Construction is underway with all submittals approved, including trenching, which is at 85% completion.
- **Ashby BART Station/Ed Roberts Campus Ped/Bike Access and Safety Project** (City of Berkeley): ACTIA approved one amendment, which extends the grant completion date to June 30, 2010. Alameda CTC approved an additional amendment extending the grant completion date to October 31, 2011.
  - The Project Sponsor had not submitted the current Project Progress Report at the time of this report; however, based on the prior report, construction of the overall project has reached approximately 95 percent.
  - The grand opening for the Ed Roberts Campus was held Saturday, April 9, 2011.



- **San Leandro Bay Trail Slough Bridge** (City of San Leandro): Due to protection of endangered species and federal funding concerns, ACTIA approved two consecutive amendments to extend the grant completion date to October 31, 2010. In October 2010, Alameda CTC approved an additional extension because the City needs additional time for project close-out tasks. The current grant completion date is October 31, 2011.
- **Bicycle Racks for New Buses** (AC Transit): AC Transit received bids for the new bike racks and had placed procurement on hold, pending the approval of changes to state code (eventually approved) to allow bike racks holding three bikes to be installed on buses. ACTIA approved an amendment due to this delay that extends the grant completion date to October 31, 2011.
  - The Project Sponsor reports that installation of all delivered units was completed on October 19, 2010.
  - The Project Sponsor plans to submit shortly the final report and invoices.

### **Bicycle and Pedestrian Grants: Status of Cycle 4 Projects**

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Grant Period Began: July 2009

ACTIA funded 12 projects in the fourth funding cycle. All projects are underway.

- **Alameda Countywide Bicycle Plan Update** (Alameda CTC): The Alameda CTC is coordinating updates of the Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan with a completion goal of 2011.
  - Draft chapters are being reviewed by staff and community advisory committees.
  - An amendment request is pending to push back the draft plan due date.
  - The Project Sponsor reported development of timeline and processes, and review of early deliverables in June 2010.
  - Selected in May 2009, the consultant, Eisen/Letunic, is leading the plan update effort.
- **Alamo Canal Regional Trail – Interstate 580 Undercrossing (Construction)** (City of Dublin): Environmental work is underway for this project to construct a 3.6-mile, multi-use trail segment, under Interstate 580, connecting two existing trails and closing a critical gap between the cities of Dublin and Pleasanton.
  - Environmental approval is being delayed at least six months due to the Caltrans requirement of formal consultation with the U.S. Fish and Wildlife Service regarding project impacts to the red-legged frog.
  - East Bay Regional Parks District was awarded TIGER II funds for this project.
  - The Project Sponsor contracted TYLin to prepare the National Environmental Protection Act (NEPA) document and acquire approval from Caltrans, a prerequisite for use of federal funds.
  - In May 2010, the City was awarded \$1.021 million in federal funds for construction.

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- **Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan** (City of Albany): This project began in January 2010 to develop the City of Albany's first Pedestrian Plan and update its current Bicycle Plan originally published in 2003. Currently, a second amendment is pending to push back task deliverable dates due to a longer than anticipated public process.
    - The Project Sponsor has drafted a project list and developed prioritization criteria.
    - The Project Sponsor has held public workshops and study sessions.
    - The City selected the consultant Fehr and Peers to spearhead the plan in April 2010.
  - **Bicycle Safety Education Program** (East Bay Bicycle Coalition): The comprehensive bicycle safety education program has the goal of teaching 4,000 people to safely ride bicycles over the two years of its Measure B grant.
    - The Project Sponsor continues to conduct Traffic Skills 101 Classes, Train-the-Trainer sessions, Family Cycling Workshops, Kids' Bike Rodeos, Lunchtime Commute Workshops, How-to-Ride-a-Bike Classes and Police Diversion Outreach classes.
    - The Project Sponsor has also developed Spanish translated materials.
  - **East Bay Greenway Environmental Review and Implementation Strategy** (Alameda CTC): This project proposes to build a 12-mile walking and biking path under and adjacent to the BART tracks between Oakland and Hayward, provide a safe and accessible pedestrian and bicycle trail, and improve the quality of this corridor for residents and non-motorized commuters.
    - Alameda CTC, working in collaboration with local and regional partners to implement this project, is currently obtaining environmental clearance.
    - The project is included in a TIGER II grant awarded to the East Bay Regional Parks District for the segment connecting to the Oakland Coliseum BART Station.
  - **Iron Horse Trail Feasibility Study – Dublin BART to Santa Rita Road** (East Bay Regional Parks District): This project entails development of a multi-use trail feasibility study for an approximately 1.5-mile gap in the Iron Horse Trail in Pleasanton, between Dublin/Pleasanton BART and Santa Rita Road. ACTIA executed an amendment in April 2010 to extend the executed consultant contract due date.
    - The Final Feasibility Study was submitted in February 2011.
  - **Irvington Area Pedestrian Improvements** (City of Fremont): This improvement project, which includes six intersections along Fremont Boulevard in the Irvington District, is currently under design. ACTIA executed an amendment request in early April 2010 to extend the dates for final design, and construction commencement and completion.
    - The Project Sponsor had not submitted the current Project Progress Report at the time of this report; however, based on previous reporting, the project design of is at 95 percent.

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- **Lakeshore/Lake Park Avenue Complete Streets Project** (City of Oakland): Coordinated improvements will create a “complete street” near Lakeshore and Lake Park Avenues.
    - Design is complete and awaiting final approval and signatures.
    - The City is preparing bid documents (final plans, specifications, and estimates).
    - The City anticipates submittal of an additional amendment request to revise task deliverable and milestone dates.
    - The City has presented the landscape design alternatives to the community.
  - **Newark Pedestrian and Bicycle Master Plan** (City of Newark): ACTIA executed a second amendment in March 2010 to revise project milestones due to a staffing reduction. A third amendment is currently pending.
    - The Project Sponsor has held two community workshops to date.
    - Walking audits have been completed at all eight public elementary schools and at the junior high school and high school in Newark.
    - In June 2010, the Project Sponsor selected the consultant Fehr & Peers to assist in the plan preparation.
    - City staff and city BPAC are currently reviewing Fehr & Peers’ draft versions of various components of the master plan document.
  - **Safe Routes to Schools Alameda County Partnership** (TransForm): This program is closing out in June 2011 and will be continued once a team is selected from a competitive contracting process to continue the program with federal funds, matched by Measure B funds. TransForm continues to expand and strengthen its program in East and South Alameda County areas. The Project Sponsor has:
    - Begun using Facebook to build a community of parents and others – currently over 200 fans.
    - Launched walking school buses at 10 new schools (17 are already in place).
    - Celebrated Bike to School Day with over 3,000 youth.
    - Reached close to 18,000 students in puppetshow assemblies.
    - Surveyed students and parents for post-show data.
    - Gave 31 parent and student presentations to a total of more than 1,000 parents and community members.
    - Trained 1,760 students in bicycle safety education and training through in-school programs.
  - **TravelChoice New Residents** (TransForm): Due to acquisition of matching funds and negotiations with the Air District over which funding source could be used for the program, the program has moved forward at a slower pace than expected. Initial work for this program finally began in fall 2010 after the project was fully funded.
    - The Project Sponsor has developed program guidelines.
    - The Project Sponsor has begun the hiring process for the Program Coordinator.
    - Materials and surveys are being designed.
    - This project was included in Berkeley’s successful Bay Area Climate Initiative grant.
    - In July 2010, the Project Sponsor garnered in full the outstanding amount of matching funds needed for this project.

- **Tri-City Senior Walk Clubs** (City of Fremont): The program is now being marketed as the “Walk This Way Program.” Eleven Walk This Way program sessions were conducted this reporting period. The Project Sponsor has:
  - Reviewed project progress with Generations Community wellness and determined changes need to be made regarding future program implementation.
  - Conducted outreach to individuals and groups interested in Walk This Way.
  - Implemented five 16-week program sessions.
  - Conducted Day 1, Week 8, and Week 16 assessments.
  - Coordinated attendance at supplemental programs for program participants such as Nutrition Education Classes, Older Driver Safety workshops, Travel Training Workshops, and the Transit Adventures Program
  - Conducted assessments with each participant to evaluate the Walk This Way program.

## Attachment C: Express Bus Service Grants Status Update

### Express Bus Service Grants: Status of Cycle 1 Projects

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Grant Period Began: July 2006

ACTIA funded three projects in the first funding cycle; one is still active:

- **LAVTA Bus Rapid Transit** (Livermore Amador Valley Transportation Authority (LAVTA)): The initial concept for this project was to mirror the existing Route 10 service with minor deviation in the downtown Pleasanton area. However, due to project opposition by residents near the planned route, LAVTA agreed to maintain the current 15-minute headways on the Pleasanton portion of the existing Local 10 line and add Transit Signal Priority technology to the intersections in Pleasanton to speed up the current service, allowing this travel-time-sensitive rapid project to migrate to the Dublin side of Interstate 580. In June 2010, a Board-approved amendment revised the Grant Funding Agreement expiration date to October 2013.
  - Most construction activity is complete and clean-up work is being done in Livermore, Dublin, and Pleasanton.
  - As of December 2010, LAVTA was awaiting a software update to allow queue jumper operation at two intersections in Livermore and Dublin.
  - Transit Signal Priority upgrades are complete at all intersections along the Rapid alignment and the project is in operation.

### Express Bus Service Grants: Status of Cycle 2 Projects

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Grant Period Began: July 2009

ACTIA funded three projects in the second funding cycle. One project from this cycle remains active, and the third was superseded:

- **LAVTA Express Bus Operating Assistance** (LAVTA): The LAVTA Express Bus works in tandem with other local service programs to create, expand, and enhance express bus services countywide, with a focus on three existing, vital lines.
  - These express routes continue to serve as an economic and employment engine for users and employers in the Tri-Valley.
  - The three funded routes are currently in operation.

## Attachment D: Paratransit Gap Grants Status Update

### Paratransit Gap Grants: Status of Cycles 1 and 2 Projects

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Grant Periods Began: July 2004 and July 2005

ACTIA funded 16 projects in the first and second funding cycles, all of which are complete.

### Paratransit Gap Grants: Status of Cycle 3 Projects

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Grant Period Began: July 2006

ACTIA funded 16 projects in the third funding cycle. Twelve projects are complete, and the remaining four continue to be active due to ACTIA Board-approved completion extensions.

- **Ashby BART Station/Ed Roberts Campus Project** (City of Berkeley/Ed Roberts Campus): This project includes the construction of a paratransit waiting area adjacent to the proposed Ed Roberts Campus.
  - The Project Sponsor had not submitted the current Project Progress Report at the time of this report; however, based on the prior report, construction of the overall project reached approximately 95 percent completion.
  - The Grand Opening for this facility was held in April 2011.
  - ACTIA approved an administrative change request for a grant extension to June 30, 2010.
- **Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion** (Bay Area Community Services (BACS)): This project was initiated to expand the existing Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle programs to provide additional services.
  - Beginning in July 2010, BACS began an extra day of service to East Oakland residents, serving an additional five senior residences, bringing the total to eight.
  - The Project Sponsor exceeded by 216 trips its goal of 70 one-way trips a month in this reporting period.
  - In April 2010, the ACTIA Board granted a term extension and additional funding to September 2011.
- **South County Taxi Pilot Program** (ACTIA and City of Fremont): ACTIA approved an amendment request to extend this project to September 2011 to continue to provide safety-net same day taxi service to city-based program registrants in the cities of Fremont, Union City, and Newark.
  - The ACTIA Board granted a term extension and additional funding to this project to maintain its current level of service during fiscal year 2010-11.
- **Tri-City Travel Training Pilot Program** (ACTIA and City of Fremont): This travel training project in Fremont, Newark, and Union City teaches seniors and people with disabilities how to use public transportation including AC Transit buses and BART trains.
  - In this reporting period, the Project Sponsor provided three two-day travel training workshops.



- The Project Sponsor has implemented eight Transit Adventures Program (TAP) outings. TAP is a group follow-up training program that teaches older adults and people with disabilities how to use public transit.
- The Project Sponsor sent follow-up surveys to workshop participants.
- ACTIA approved an amendment request to extend this project to September 2011.
- Almost 80 people have been trained, including non-English speaking participants.

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### **Paratransit Gap Grants: Status of Cycle 4 Projects**

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Grant Period Began: July 2008

ACTIA funded 20 projects in the fourth funding cycle. One was cancelled, four are complete, and 15 continue to remain active. Project summaries follow:

- **East Bay Paratransit Mobile Data Terminal/Automatic Vehicle Locator Project (MDT/AVL) (AC Transit):** This technology improves trip planning and delivery, increases coordination between dispatchers and drivers, and improves contact with passengers. The pilot program began in 2006. All of the East Bay Paratransit fleet is now equipped with MDT/AVLs. In April 2010, ACTIA approved an amendment request to revise the Project Sponsor matching funds. The project is scheduled for completion in September 2011.
  - Training and equipment testing was completed in December 2010.
  - The MDT/AVL units for the balance of the fleet were installed September 2010.
- **Interactive Voice Response (IVR)/ Web-based Scheduling Software (AC Transit):** This project includes the purchase and installation of IVR/Web-based scheduling software, which is the next step in advancing the technology available to EBP users. The IVR system calls passengers five minutes before the vehicle's arrival.
  - Initial deliverables for this project have been delayed due to the requisite installation of the MDT/AVL units having been delayed.
  - ACTIA approved an amendment to extend the completion date to September 2011.
- **New Freedom Fund Grant Match Program (AC Transit):** This project will lay the groundwork for AC Transit to determine the feasibility of establishing a mobility management structure within its jurisdiction.
  - A formal amendment request is pending for this project requesting reinstatement and an extension through December 2012, paralleling their extension granted by MTC (provider of 80 percent of project funds) through August 2012.
  - ACTIA approved an amendment to extend the completion date to December 2010.
  - The Project Sponsor received its funding agreement from MTC.
- **Driving Growth through Transpiration: Special Transportation Services for Individuals with Dementia (Alzheimer's Services of the East Bay):** This program has been successfully providing transportation to those with moderate to late stage Alzheimer's disease or dementia. The Project Sponsor has consistently increased the number of individuals served and the trips provided.

In April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to continue essential services to riders with dementia.

- Implementation of the transportation database plan began during this reporting period.
  - The Project Sponsor reports an increase in rides provided by 8,433 over the previous year with a cost-per-ride reduction from \$10.26 to \$7.57 – a 26 percent improvement.
  - The Project Sponsor reported providing transportation services for 94 individuals with dementia – 18,187 one-way trips within 126 days of service.
  - The Project Sponsor was the recipient of two awards from the California Association of Adult Day Services (CAADS) – a *Leadership Award* for the Executive Director, and a *Team Award* for the transportation team.
- **North County Youth/Adults with Disabilities Group Trip Project (BORP):** This project provides accessible group trip transportation in North County for children, youth, and adults with disabilities who participate in sports; recreational programs are the focus of this program, which is successfully exceeding the youth-served goal. In April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to continue essential services.
- BORP provided 879 round trips during this reporting period, the first half of FY 10-11.
- **Mobility Matters! (Center for Independent Living):** This grant funds the continuation and an expansion of the Outreach & Travel Training Project of Northern Alameda County, which was funded in gap grant Cycle 3 to conduct group and individualized travel training with seniors and people with disabilities in northern Alameda County. In April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to continue essential work in service to seniors and persons with disabilities.
- During the first half of FY 10-11, CIL provided travel training for 12 people. Two of those also received mobility training.
  - The Project Sponsor performed outreach in northern Alameda County at 13 different venues.
- **Albany Senior Center Community Shuttle Bus (City of Albany):** The purpose of this program is to enrich the lives of seniors and those with disabilities by expanding transportation services to support and expand door-to-door grocery shopping trip program, accommodating more group day trips, and supporting activities in destinations outside of walking distance. Because the performance measures for his project are either being met or exceeded, in April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to continue its services to the senior community in the City of Albany.
- The Project Sponsor designed a new brochure highlighting services and sent it to each household in the City of Albany.
  - The Project Sponsor provided 1,694 trips during reporting period ending June 30, 2010, serving 200 people.

- **94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities** (City of Emeryville): This program, which began full-time services in February 2009, provides free ridership anywhere within the 94608 zip code to seniors and those with disabilities. Because the shuttle has been continually operating and increasing ridership levels, in April 2010, the ACTIA Board approved a term extension to June 2011 for this project to continue its essential service to senior and persons with disabilities.
  - The Project Sponsor conducted a formal rider survey in June/July 2010.
  - The *8-To-Go* service was featured in the City News/Activity Guide, which is delivered to every address in Emeryville and available for pick-up in many commercial areas.
  - The City of Emeryville held two *8-To-Go* promotional and travel trainings at the Emeryville Senior Center.
- **VIP Rides Program** (City of Fremont): This Travel Escort Program links seniors and those with disabilities with volunteers who accompany them on paratransit rides, providing assistance where needed. Because the performance measures for this project are either being met or exceeded, the ACTIA Board, in April 2010, approved a term extension to June 2011 and additional funding to continue this program in the City of Fremont.
  - The Project Sponsor experienced an increase of volunteer-driven and escorted trips from 53 percent in FY 08-09 to 82 percent in the first six months of FY 10-11.
  - The program made 1,077 service linkages (2,154 one-way escorted trips) during the reporting period ending December 31, 2010.
  - Volunteers provided transportation in their own vehicles for 886 of these service linkages – 1,772 of these one-way trips.
  - Approximately 74 percent of the escort trips were for medical appointments.
  - Volunteers contributed 1,173 hours during the first half of FY 10-11.
- **GRIP – Grocery Return Improvement Project** (City of Oakland): The program offers on-demand return trips for individuals for grocery needs, provide on-demand or scheduled service for areas not served by EBP, and transports people awaiting ADA certification. Due to the viability of this program, in April 2010, the ACTIA Board approved a term extension to June 2011 for this project.
  - Ongoing outreach entailed in-person visits, phone calls, and mailers.
  - During July 2010 through December 2010, the Project Sponsor provided:
    - 945 grocery return trips.
    - 66 trips to riders living out of ADA service area.
    - 133 total 21-day referral trips.
- **Taxi – Up & Go Project!** (City of Oakland – Department of Human Resources): The purpose of this project is to enhance and expand the taxi scrip program, which also provides transportation access escorts and case management support for frail, mono-lingual, and socially isolated residents in the City of Oakland. The annual survey showed that clients would like to use the Taxi – Up & Go Project! (TUGO) scrip not just during the week, but also on the weekends. Currently, the number of taxi-rides and requests for assistance and training is increasing. Due to the viability of this program, in April 2010, the ACTIA Board approved a term extension to June 2011 for this project.

- The Project Sponsor provided 852 trips during July 2010 through December 2010, in service to 206 people.
  - There were 86 senior companions/trained taxi escorts during the first half of FY 10-11.
  - Surveys/service assessments were distributed to clients and volunteers for FY 09-10.
  - The Project Sponsor trained a new Senior Leader to assist with client/caregivers, data entry, and to update all scrip/voucher usage information.
  - The Project Sponsor developed new brochures and distributed them to clients and caregivers.
  - The new project coordinator re-vamped the distribution plan and increased the training sessions.
- **Downtown Route** (City of Pleasanton) Original estimates for this program were to support 150 riders, making approximately 5,000 trips per year. Because the City of Pleasanton has been successful in exceeding its performance measures, in April 2010, the ACTIA Board approved a term extension to June 2011 and additional funding for this project to continue service to the City of Pleasanton community.
- Effective July 2010, in response to a rider survey, the Project Sponsor added five new additional locations to the DTR, and added twice weekly stops to three existing locations. An additional five “flex stops” offer direct transfer opportunities to the Wheels Fixed Route Buses.
  - After 122 surveys were distributed, staff completed rider evaluation for the last half of FY 09-10 – 21 percent of those riders responded.
  - Outreach to 27 agencies/committees was completed during this reporting period.
  - All PPS drivers complete individual driving audits with the City of Pleasanton Driver Trainer.
  - The City’s Recreation Activities for the Developmentally Disabled Program (RADD) is now using the DTR bus on weekends for group trips.
    - 20 clients participated in a group trip in December 2010.
  - Senior Center Volunteer Ambassador Travel Trainers provided training to 22 people and volunteered 43 hours of service.
  - The total rides during first half of FY 10-11 were 2,631, in service to 212 unduplicated riders.
- **Paratransit Vehicle Donation Program and Dial-A-Ride Scholarship Project** (LAVTA): Offering surplus paratransit vehicles retired from the Wheels Dial-a-Ride fleet to community-based organizations is the keystone of this project, which also offers Dial-a-Ride scholarships. In April 2010, the ACTIA Board approved a term extension to June 2011 for this project to maintain its current level of service until funding is exhausted.
- The donation program provided 580 trips to eligible WHEELS clients during the first half of FY 10-11.
  - The Project Sponsor awarded 29 scholarships during the first half of FY 10-11.

- **Learn BART! A Picture Guide to Riding BART (BART):** Although this project was delayed due to budgetary issues, ACTIA approved an amendment to extend the project timeline to June 2011. Currently the project is in progress, although, it is still behind schedule and may need an additional amendment to revise the timeline.
  - Concept development is complete.
  - Approximately 50 percent of the booklet pages are ready for final testing in the first half of FY 10-11.
  - Research with potential users and advisors was conducted in March 2010.
- **Volunteers Assisting Same Day Transportation and Escorts (Senior Support Program of the Tri Valley):** This program continues to expand the parameters of what paratransit can do. Volunteers pick people up from the hospital when released and bring them home; they walk seniors into their medical appointments; and they provide same-day, door-to-door transportation service in the Greater Bay Area for seniors. Since the Project Sponsor has consistently met its performance measures, in April 2010, ACTIA's Board approved a term extension to June 2011 and additional funding for this viable project.
  - During first half of FY 10-11, 22 percent of the destinations were outside of the Tri-Valley area.
  - More than 220 Tri-Valley seniors are signed up for this program.
  - In first half of FY 10-11, the Project Sponsor scheduled 1,019 one-way rides; 20 of them were same-day service.
  - In first half of FY 10-11, this program has reached well over 300 seniors in the community.
  - The Project Sponsor provided 1,019 scheduled rides this fiscal year.
  - Since inception, the program has had 188 unduplicated riders, trained 59 volunteers and attended over 35 community events.

## Attachment E: Transit-oriented Development Grants Status Update

### **Transit-oriented Development: Status of Cycle 1 Projects**

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Grant Period Began: 2005

ACTIA funded four projects in the first funding cycle. All projects are complete.

### **Transit-oriented Development: Status of Cycle 2 Projects**

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Grant Period Began: 2007

ACTIA funded four projects in the second funding cycle. Three projects are underway and making progress, and the fourth project is complete.

- **Bay Street Streetscape Project** (City of Fremont): This project was designed to enhance Bay Street with pedestrian and bicycle access to high volume transit hubs. The City has completed preliminary underground work.
  - All concrete work and street and pedestrian light installation were completed during this reporting period.
  - In July 2010, ACTIA approved an Administrative Amendment Request to extend the project to September 2011.
  - The City has installed all irrigation and electrical conduits.
  - In April 2010, the City began construction on this project.

**Transportation Enhancements at Ashby BART Station/Ed Roberts Campus** (City of Berkeley): Construction is underway and completion is anticipated in spring 2010 for this project that provides pedestrian and bicycle access and safety improvements.

- The Project Sponsor had not submitted the current Project Progress Report at the time of this report; however, based on the prior report, construction of the overall project has reached approximately 95 percent completion.

**West Oakland Seventh Street Transit Village Streetscape** (City of Oakland) Access improvements to the West Oakland BART Station area are the focus of this project.

- To minimize traffic and pedestrian disturbance, this project has been divided into three consecutive phases. Construction in Phase I was delayed due to rainy weather.
- In July 2010, ACTIA approved an Administrative Amendment Request to extend the timeline to September 2012.
- In April 2010, the City began construction on this project.
- The City Council advertised and awarded this project to Gallagher & Burk, Inc.



## Memorandum

**DATE:** May 9, 2011

**TO:** Projects and Programs Committee

**FROM:** Art Dao, Executive Director  
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

**SUBJECT: Review Fiscal Year 2009-2010 Audit and Compliance Reporting**

### **Recommendation**

This is an information-only item to provide an overview and status update on jurisdiction/agency compliance for those that received pass-through funds for programs in fiscal year 2009–2010. No action is requested.

### **Summary**

Measure B recipients submitted compliance audits and reports to Alameda CTC by year-end that document their Measure B expenditures for four types of programs: bicycle and pedestrian, local streets and roads, mass transit, and paratransit. The audits were due to Alameda CTC on December 27, 2010, and the compliance reports were due on December 31, 2010. Many of these agencies also receive grant funds from Alameda CTC.

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

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

### **Compliance Status**

Of the 19 agencies/jurisdictions, all are in compliance at this time. The Citizens Watchdog Committee reviewed the compliance audits and reports at its January 10, 2011 meeting, and submitted questions to Alameda CTC staff. Staff also reviewed the compliance audits and reports, and sent letters to these agencies/jurisdictions to confirm their compliance status, and to clarify or get more information on certain expenditures for reporting purposes. All 19 agencies/jurisdictions submitted additional information and updated their compliance reports or audits as requested, clarified expenditures, and

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provide proof that they met their deliverables. Staff is in the process of mailing final compliance status letters to confirm that each agency and jurisdiction is now fully in compliance.

***Compliance Summary Report***

Alameda CTC staff has drafted a comprehensive compliance summary report that compares Alameda CTC allocations in fiscal year 2009-2010 to the expenditures in that time frame by agencies/jurisdictions. The report gives an overview of the bike/ped, local streets and roads, mass transit, and paratransit programs that Measure B funds, and provides a detailed analysis on the phases and types of Measure B-funded projects throughout Alameda County. Staff provided a portion of the draft report to Alameda CTC's Citizens Watchdog Committee in March 2011, an executive summary herein (Attachment A), and will provide the full draft report to the Commission in May 2011.

**Fiscal Impacts**

There are no fiscal impacts at this time.

**Attachments**

- A. Draft Compliance Report Executive Summary





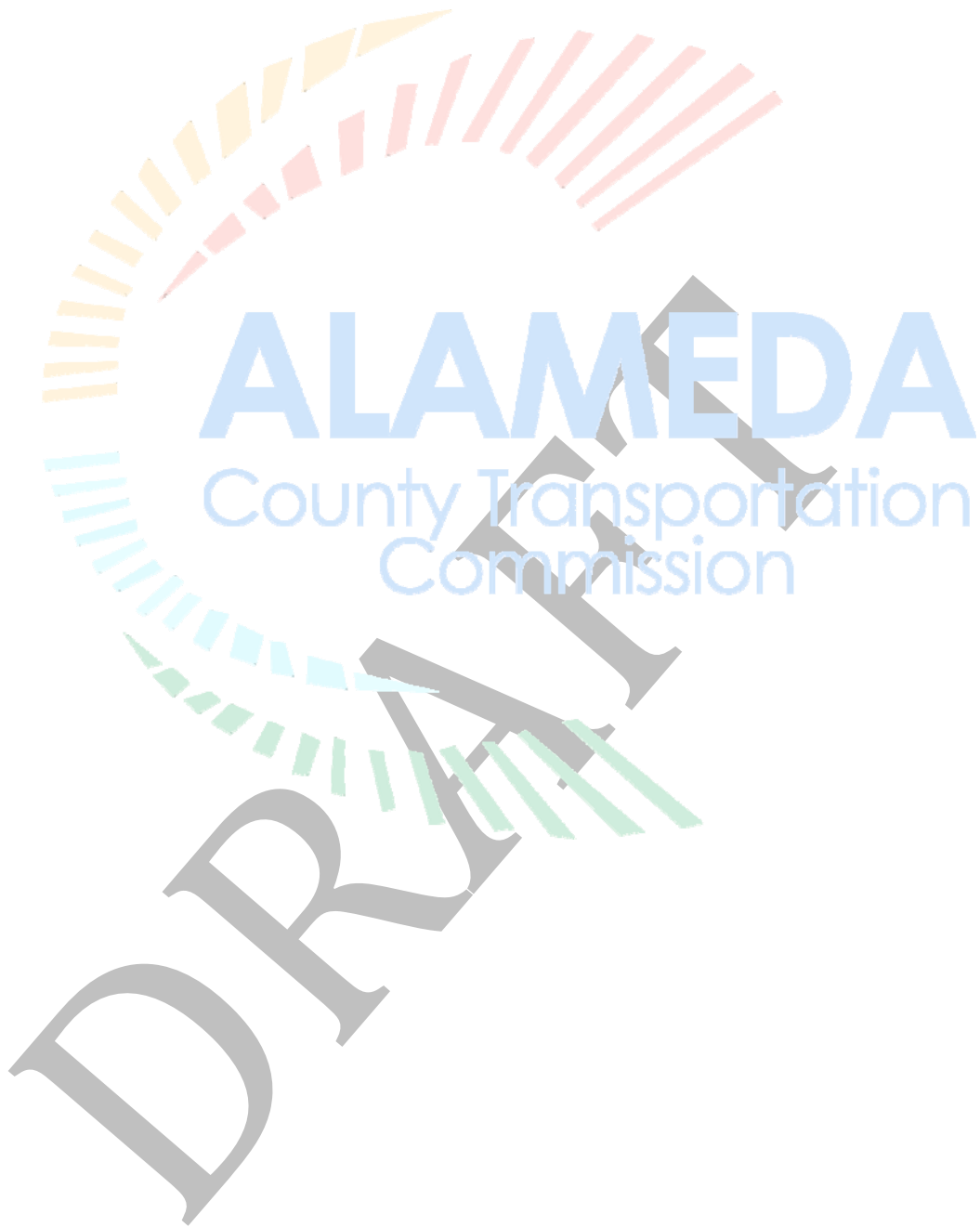
# Compliance Report and Audit Summary

for the

## Pass-through Fund Program

Fiscal Year 2009-2010





# Compliance Report and Audit Summary

Pass-through Fund Program  
Fiscal Year 2009-2010  
May 2011

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## Introduction

The Alameda County Transportation Commission (Alameda CTC) disburses Measure B funds to Alameda County agencies and jurisdictions on a monthly basis. Alameda CTC maintains funding agreements with each agency/jurisdiction regarding these funds known as “pass-through funds.” Alameda CTC also allocates countywide funds through grants.

To stay in compliance and receive payment from Alameda CTC, each jurisdiction must submit an end-of-year compliance report and audit, and submit proof of the following program deliverables to Alameda CTC:

- ◆ **Road miles:** The number of maintained road miles within the City’s jurisdiction, consistent with the miles the jurisdiction reported to state and federal agencies.
- ◆ **Population:** The number of people the jurisdiction’s transportation program serves in the fiscal year.
- ◆ **Newsletter:** A published article that highlights the program in either Alameda CTC’s newsletter or another newsletter of the jurisdiction’s choice.
- ◆ **Web Site:** Updated and accurate program information on a local jurisdiction or other website with a link to Alameda CTC’s website.
- ◆ **Signage:** Public identification of the program improvements as a benefit of the Measure B sales tax program.
- ◆ **Independent audit:** An independent audit in the jurisdiction’s standard audit report format.
- ◆ **Additional paratransit program requirements:** Local paratransit plans and budgets with local consumer input and governing body approval, and review by the Paratransit Advisory and Planning Committee (PAPCO) and Alameda CTC. Jurisdictions must also participate as a member of the Alameda CTC Paratransit Technical Advisory Committee to address planning, coordination, oversight, and reporting requirements, including annual reporting.

Each fiscal year, Alameda CTC requires that jurisdictions report their pass-through fund expenditures and grant fund usage along with their total project costs. This draft report summarizes the total Alameda CTC pass-through fund allocations and agency/jurisdiction expenditures for Fiscal Year 2009–2010 (FY 09-10).

The data within this report is based on the data in the compliance reports, Table 1 Attachments, and audit summaries and any updates that the agencies/jurisdictions submitted by April 2011, according to their interpretation of the reporting requirements and instructions within the documents. This draft is only a partial draft of the full report. Alameda CTC has maintained the original data categories and dollar figures within this draft, unless data was missing or redundant, and does not take responsibility for inaccurate data. The final report will contain the full program profiles for each agency and jurisdiction.

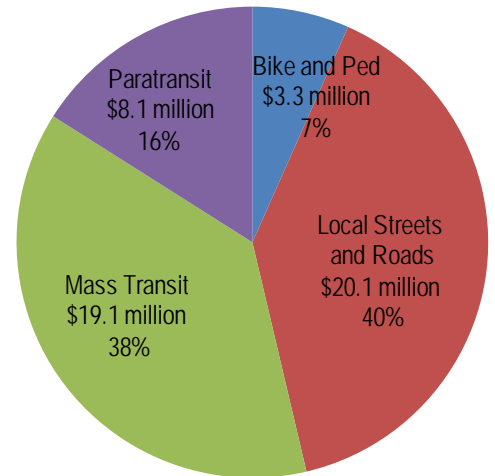
The original, individual reports with attachments and audits are available for review online at [http://www.actia2022.com/app\\_pages/view/33](http://www.actia2022.com/app_pages/view/33).

# Fiscal Year 2009-2010 Overall Pass-through Program Summary

The Alameda CTC disburses Measure B pass-through program funds on a monthly basis to Alameda County agencies and jurisdictions. The jurisdictions that also receive grants report their grant fund expenditures to the Commission as "Other Measure B" expenditures.

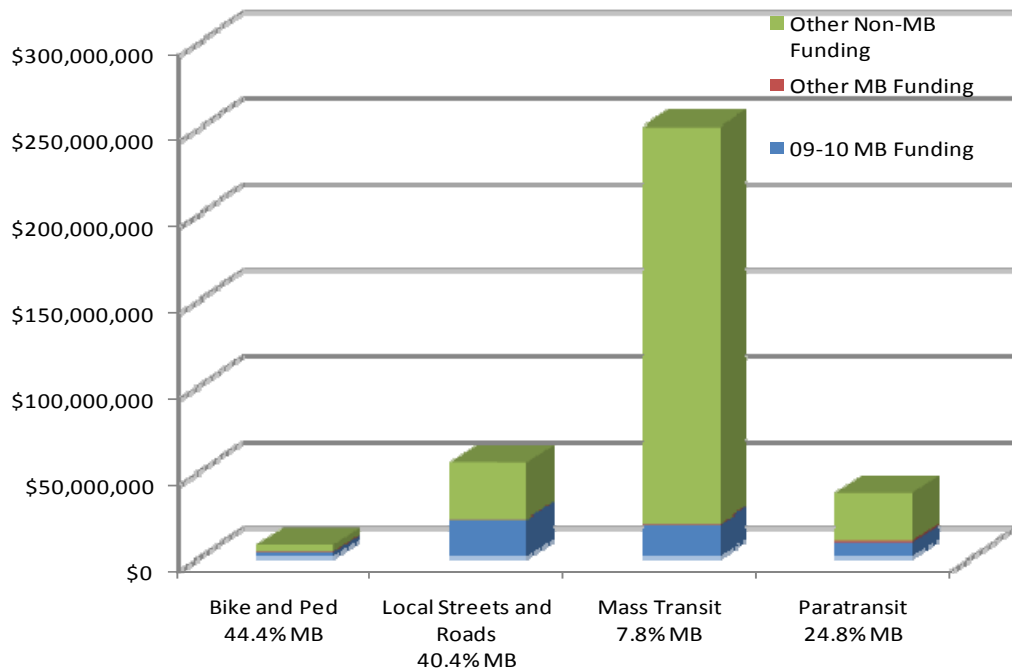
In FY 09-10, Alameda CTC provided a total of \$50,808,873 in pass-through funding, and program stabilization funds totaling \$656,910. This Measure B allocation, along with grant reimbursements for four main types of programs funded approximately 75 bicycle and pedestrian projects, 179 local streets and roads projects, 12 mass transit projects, and 44 paratransit projects, and covered an average of 29 percent of the total costs for all reported program projects. The table below shows the total project costs and Measure B expenditures for each of the four program areas; the overall total project costs reported were \$351,950,371.

Alameda CTC Allocated \$50,808,873



Jurisdictions rely on Measure B funds for numerous types of projects: bikeways, bicycle parking facilities, and pedestrian crossing improvements; installation of signage, guardrails, and traffic signals and lights, sidewalk and ramp repairs, and street resurfacing and maintenance; bus, rail, and ferry services; and individual demand-response trips, shuttle and fixed route trips, and meal delivery and other programs for seniors and people with disabilities.

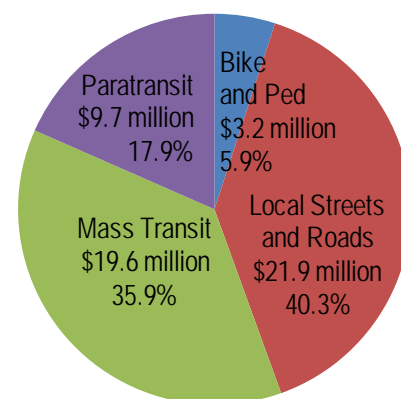
## FY 09-10 Programs Total Project Costs and Percentage Measure B (MB) of Total



## Overall Pass-through Program Summary *cont'd*

For FY 09-10, the agencies/jurisdictions reported in their compliance report forms Measure B expenditures of \$54.5 million (and reported \$54.7 million in their Table 1 Attachments), including pass-through funds, grants, and stabilization funds. Jurisdictions spent about 40 percent on local streets and roads, 36 percent on mass transit, 18 percent on paratransit, and 6 percent on bicycle/pedestrian projects.

Total Measure B Funds Expended by  
All Jurisdictions in FY 09-10:  
\$54.5 million



### Expenditures and Reserves

In FY 09-10, the jurisdictions reported that they received a total of \$51,488,831 in Measure B revenues, just over \$13 million in interest/other income, and spent \$54.5 million total. According to Alameda CTC's auditors, the Commission allocated a total of \$ 51,465,783 (\$50,808,873 in pass-through funds plus \$696,910 in program stabilization funds) during that timeframe.

#### Revenue Totals for All Programs for Each Agency/Jurisdiction

Agency/Jurisdiction	08-09 Unspent MB Balance	09-10 MB Revenues	Interest/Other Income	MB Expended in 09-10	Ending MB Balance
AC Transit	\$6,403	\$19,723,388	\$395,370	\$20,118,758	\$6,403
BART	\$0	\$1,628,617	\$8,417,147	\$1,628,617	\$0
LAVTA	\$0	\$738,792	\$2,166,314	\$1,280,114	\$0
Alameda County	\$8,652,380	\$2,291,147	\$29,926	\$1,096,901	\$9,876,552
ACE	\$2,298,073	\$1,911,217	\$12,913	\$1,936,980	\$2,285,223
City of Alameda	\$4,006,850	\$2,228,614	\$49,376	\$1,508,037	\$4,776,803
City of Albany	\$8,162	\$337,560	\$585	\$313,824	\$32,483
City of Berkeley	\$1,603,273	\$2,382,371	\$154,317	\$2,321,878	\$1,818,083
City of Dublin	\$1,314,593	\$398,611	\$35,088	\$592,547	\$1,155,745
City of Emeryville	\$268,272	\$224,926	\$5,299	\$28,723	\$469,774
City of Fremont	\$4,970,274	\$2,665,343	\$139,688	\$2,705,385	\$5,069,919
City of Hayward	\$2,020,295	\$2,503,573	\$614,830	\$2,021,630	\$3,117,067
City of Livermore	\$1,873,134	\$898,681	\$30,960	\$1,171,508	\$1,631,267
City of Newark	\$1,270,327	\$553,874	\$26,171	\$1,160,223	\$690,147
City of Oakland	\$14,671,267	\$9,315,720	\$250,871	\$11,983,470	\$12,337,886
City of Piedmont	\$408,511	\$326,261	\$0	\$420,260	\$314,512
City of Pleasanton	\$1,840,807	\$774,923	\$415,012	\$852,346	\$1,778,048
City of San Leandro	\$3,072,711	\$1,360,136	\$193,543	\$2,613,316	\$2,036,436
City of Union City	\$2,877,572	\$1,225,077	\$471,046	\$791,983	\$3,349,729
<b>Total</b>	<b>\$51,162,902</b>	<b>\$51,488,831</b>	<b>\$13,408,455</b>	<b>\$54,546,501</b>	<b>\$50,746,077</b>

#### Notes:

- <sup>1</sup> The table above reflects the total MB spent, based on analysis of the PDF report form, Table 1 attachment, and audit.
- <sup>2</sup> Not all agencies reported stabilization or minimum service level funds as part of their Measure B expended in 09-10. Some included this as Interest/Other Income but did not include it in the total spent.
- <sup>3</sup> AC Transit reported an ending MB balance of zero, and did not include stabilization of \$395,370 as part of the total MB expended in this chart.
- <sup>4</sup> City of Oakland has a considerable LSR reserve, but this has been declining over the years and is average for all jurisdictions (Oakland receives a considerable allocation due to its population size).
- <sup>5</sup> City of Pleasanton reported MB paratransit expenditures of \$472,882.21 in the compliance report and \$72,541 in the Table 1 Attachment and audit, so \$72,541 is included in the chart above.
- <sup>6</sup> The expenditures throughout this report vary slightly due to number rounding.



## Overall Pass-through Program Summary *cont'd*

The agencies and jurisdictions relied on reserves from previous years to cover costs in FY 09-10. Their reported Measure B expenditures include a portion of their \$51.1 million in FY 08-09 reserves. Their remaining FY 09-10 unspent balance was reported as \$50.7 million. The individual profiles that appear later in this report document the FY 08-09 reserves, interest, and FY 09-10 expenditures for each agency/jurisdiction.

### Funding Comparison of FY 08-09 to FY 09-10

In comparing the \$50.8 million in pass-through funds that Alameda CTC allocated in FY 09-10 to the \$54.5 million allocated in FY 08-09, Measure B allocations decreased by \$3.6 million, a decrease of approximately 6.7 percent. The jurisdictions' pass-through fund expenditures, including grants and stabilization funding, decreased by \$10.5 million, meaning they used reserve Measure B dollars to help cover costs. Total Measure B spending decreased by the following amounts for all four programs: local streets and roads (-\$3.8 million), bicycle and pedestrian safety (-\$3.2 million), mass transit (-\$3.3 million), and paratransit (-\$102,942). These decreases reflect the depressed economy.

FY 09-10 and FY 08-09 Measure B Expenditure Comparison					
	Measure B Pass-through Funds Expended in FY 09-10	Other Measure B Funds Expended on Project in	Measure B Pass-through Funds Expended in FY 08-09	Other Measure B Funds Expended on Project in FY	Difference in Total Expenditures
Bike/Ped	\$2,689,073.92	\$527,630.35	\$3,954,012.02	\$2,466,335.63	-\$3,203,643.38
Local Streets	\$21,992,619.82	\$256,060.65	\$24,849,646.23	\$1,289,421.27	-\$3,890,387.03
Mass Transit	\$19,077,755.11	\$528,946.78	\$20,581,168.21	\$2,372,368.46	-\$3,346,834.78
Paratransit	\$8,543,502.03	\$1,147,657.05	\$9,169,682.38	\$624,418.44	-\$102,941.74
<b>TOTAL</b>	<b>\$52,302,950.88</b>	<b>\$2,460,294.83</b>	<b>\$58,554,508.84</b>	<b>\$6,752,543.80</b>	<b>-\$10,543,806.93</b>

### Measure B Expenditures by Transportation Mode

Within the four main programs, Measure B funded several types of transportation modes:

- ◆ **Bicycle and Pedestrian:** Just over 41 percent of bicycle and pedestrian program funds went toward bicycle and pedestrian projects, about 51 percent funded pedestrian projects, and approximately 8 percent funded bicycle projects.
- ◆ **Local Streets and Roads:** The majority of local streets and roads funding went to streets and roads projects (72 percent). About 21 percent funded other projects including ongoing maintenance and project administration, 7 percent funded bicycle and pedestrian projects, and less than 1 percent funded mass transit (bus stop facility maintenance).
- ◆ **Mass Transit:** The majority of mass transit funds supported bus operations (87 percent). About 10 percent funded rail service, and 3 percent funded ferry transportation.
- ◆ **Paratransit:** The jurisdictions reported expenditures of almost 52 percent of paratransit funds on services for seniors and people with disabilities, 48 percent funded services for people with disabilities, and less than 1 percent funded Meals on Wheels.

The top transportation modes that agencies/jurisdictions spent their Measure B funds on are bus operations (\$17 million), local streets and roads projects (\$15.9 million), and paratransit services for seniors and people with disabilities (\$5 million).

FY 09-10 and FY 08-09 Measure B Expenditures by Transportation Mode Comparison

	Bike/Ped Fund	Percent Bike/Ped Fund	Local Streets & Roads Fund	Percent LSR Fund	Mass Transit Fund	Percent Mass Transit Fund	Paratransit Fund	Percent Paratransit Fund	Total Expenditures
Bike	\$260,209.64	8.09%							\$260,209.64
Bike/Ped	\$1,332,305.83	41.42%	\$1,631,277.34	7.33%					\$2,963,583.17
Ped	\$1,624,188.80	50.49%							\$1,624,188.80
Mass Transit <sup>1</sup>			\$77,161.29	0.35%					\$77,161.29
Streets/Roads			\$15,941,867.67	71.65%					\$15,941,867.67
Bus					\$17,049,777.55	86.96%			\$17,049,777.55
Ferry					\$619,944.34	3.16%			\$619,944.34
Rail					\$1,936,980.00	9.88%			\$1,936,980.00
Disabled Services							\$4,614,683.36	47.62%	\$4,614,683.36
Meals on Wheels							\$60,514.64	0.62%	\$60,514.64
Senior/Disabled Services							\$5,015,961.08	51.76%	\$5,015,961.08
Other <sup>2</sup>			\$4,598,374.17	20.67%					\$4,598,374.17
<b>TOTAL</b>	<b>\$3,216,704.27</b>	<b>100.00%</b>	<b>\$22,248,680.47</b>	<b>100%</b>	<b>\$19,606,701.89</b>	<b>100.00%</b>	<b>\$9,691,159.08</b>	<b>100.00%</b>	<b>\$54,763,245.71</b>

<sup>1</sup>The local streets and roads funds categorized as "mass transit" paid for bus stop facility maintenance and staff participation in the environmental and preliminary design of the BART Warm Springs Extension and the Dumbarton Rail Project.

<sup>2</sup>The local streets and roads funds categorized as "other" paid for administration of maintenance programs throughout Alameda County, along with audits, customer service, and software implementation; as well as construction staffing for repairs after a landslide in 2009.

See Appendix A for more information on the transportation modes and categories of projects that agencies/jurisdictions referenced in their reports.





## Memorandum

**To:** Plans and Programs Committee

**From:** Arthur Dao, Executive Director  
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

**Date:** May 2, 2011

**Subject:** **Approval of Measure B Bicycle and Pedestrian Program Grants Extension**

### Recommendations

Staff recommends that the Commission (1) approve extending two Measure B Bicycle/Pedestrian program grants for one year, to June 30, 2012, and (2) allocate up to \$125,000 in additional funding to continue operations, as shown below:

1. Bicycle Safety Education Program (grant # A09-0025), for up to \$100,000.
2. Tri-City Senior Walk Clubs (grant # A09-0026), for up to \$25,000.

The Countywide Bicycle and Pedestrian Advisory Committee (BPAC) unanimously concurred with this recommendation at their April 2011 meeting.

### Summary

In the last Measure B Bicycle/Pedestrian Countywide Discretionary Fund (CDF) funding cycle, four grants were funded to provide educational and promotional programs. In the absence of a CDF grant funding cycle this past fall, two of the currently operating CDF grant-funded programs would be completed and discontinued, or severely cut back, as of June 2011: the Bicycle Safety Education program (operated by the East Bay Bicycle Coalition) and the Tri-City Senior Walk Clubs (operated by the City of Fremont). Both programs are highly successful and have countywide or multi-city significance; therefore staff recommends additional funding to allow the programs to continue operating for another year.

### Background

The Measure B Bicycle and Pedestrian Safety Fund includes funding for a competitive grant program, called the Bicycle/Pedestrian Countywide Discretionary Fund (CDF). To date, there have been four funding cycles, the last of which was Cycle 4, which was allocated in 2009. In that cycle, four grants were allocated for education/promotion programs, as listed further below. All of these programs are currently funded through June 2011.

As there was no funding cycle in fall 2010 due to lower funding amounts as a result of the economic downturn, none of these programs were able to apply and compete for continued

Measure B funding. Without funding, the programs would have to stop operating, or severely reduce services, unless funding comes from another source.

*Programs funded in 2009 (Cycle 4):*

<b>Programs</b>	<b>CDF Amount</b>	<b>Grant</b>	<b>Other Funds</b>	<b>Total Project Cost</b>
Safe Routes to Schools	\$820,000		\$1,075,000	\$1,895,000
Bicycle Safety Education Program	\$215,401		\$4,800	\$220,201
Tri-City Senior Walk Clubs	\$52,000		\$15,000	\$67,000
TravelChoice New Residents	\$175,000		\$178,000	\$353,000
<b>Total</b>	<b>\$1,262,401</b>			

Staff assessed all four of the currently operating programs to see if any should be considered for continued funded. The evaluation was done in the same manner for each grant. Staff recommends providing funding for an additional one year period only to those programs that meet three criteria: (1) are effective, (2) would continue operating as a countywide (or multi-city) program, and (3) that do not have other funding sources to continue operations beyond June 2011.

**Recommend one-year extension and up to \$100,000 in funding:**

**Bicycle Safety Education Program**

The current grant program, operated by the East Bay Bicycle Coalition, provides bicycle safety education classes through a variety of classroom and on-road classes primarily to adults and also to children. The program operates in all parts of the county. The core classes are a 3.5 hour in-classroom bicycle safety class, and an on-road day-long class, taught by League of American Bicyclists-certified instructors. These classes are offered in Spanish and the materials are currently being translated into Chinese. EBBC also offers family cycling workshops, kids bike rodeos, how-to-ride-a-bike classes, and lunchtime commute workshops.

The sponsor is currently meeting or exceeding most of the two-year grant period goals for class attendance, and their class surveys consistently show that students are very satisfied. A recent online poll of former students showed that almost half reported avoiding a collision because of what they had learned in class, and that many are riding more often after taking the class.

Because this is considered a program that provides a core service of bicycle safety education to county residents, and it is specifically called for in the Countywide Bicycle Plan, staff recommends extending the program for one year with the additional funding of up to \$100,000. The funding amount and scope of work for this additional year is similar to that for one year of the current two-year grant. Although the sponsor has also secured some outside funding for additional classes in Oakland and Berkeley, without this Measure B funding, class offerings would be severely cut back and would not be offered on a countywide basis..

**Recommend one-year extension and up to \$25,000 in funding:****Tri-City Senior Walk Clubs**

This grant-funded program, which will establish 14 walking clubs that teach seniors in the Fremont, Newark and Union City area, safe walking skills and encourages them to walk more through a 16-week course, has been highly successful over the past 18 months of operations. Attendance has been high, and the majority of students rate the program as “excellent.”

With the additional \$25,000 in funding, the project sponsor (the City of Fremont) would add an additional six walking clubs, bringing the total to 20 clubs over a three year period. The sponsor would also analyze lessons learned from program development and implementation, and develop a report on the project sustainability, and possible project expansion to other parts of the county. This additional funding provides the sponsor with more time to pilot the program and will help determine how a senior walk club program could be expanded throughout the county. The funding amount and scope of work for the additional year is similar to that for one year of the current two-year grant.

**No time extension or additional funding recommended:**

**Safe Routes to Schools:** The Metropolitan Transportation Commission (MTC), provided regional funding for SR2S, and the Alameda CTC approved using \$420,000 in Measure B funds to match this regionally-provided funding. The current Kindergarten through 8<sup>th</sup> grade SR2S program (plus an expansion to high schools and new commute alternative and capital programs) is funded through these MTC funds from July 1, 2011 through June 30, 2013. A contract procurement process is underway to select a consultant team to provide these services in the county. The local matching funds were provided by Measure B. Hence, further CDF funding is not needed at this time.

**TravelChoice New Residents:** This program, which will provide information about transportation alternatives to people when they move into new multi-unit buildings, had a delay in starting due to securing the matching funds. The program timeline (but not budget) has already been extended by one year through June 2012, therefore no additional funding is being recommended at this time.

Staff proposes to re-evaluate each of the four programs in early 2012, and bring a recommendation to the Commission on if and how to again continue funding for these programs at that time.

**Fiscal Impacts**

The one-year extension of the two grants will allocate up to \$125,000 in Measure B Bicycle and Safety Funds, to come from the Bicycle/Pedestrian Countywide Discretionary Fund.

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## Memorandum

**DATE:** April 27, 2011

**TO:** Programs and Projects Committee

**FROM:** Patricia Reavey, Director of Finance  
Art Dao, Executive Director

**SUBJECT:** Approval of CMA TIP Funding to Cover Shortfall in the ACCMA Fiscal Year 2010-11 Budget

### Recommendations:

It is recommended that the Commission approve the programming of \$652,000 of CMA TIP funds originally set aside for economic uncertainty to cover the shortfall in the ACCMA FY2010-11 Budget.

### Background:

The ACCMA is experiencing a need for emergency resources to fund a \$652,000 projected gap in the FY2010-11 operating budget. The operating budget has been affected by several significant items this fiscal year, the first of which is severance and settlement costs for which no budget was projected. The second item includes the various merger related expenses which are mostly made up of legal and other consulting costs and with no historical information available would have been very difficult to quantify during the budget season last year. The third item which has affected the budget is the significant delay in projects. A delay in projects has a negative impact on the operating budget in two ways. It causes more salaries and benefits to be charged against the operating budget instead of project budgets and reduces the recovery for overhead costs from project budgets. Staff members continue to be paid even if they are not directly working on projects. While staff has made every effort to be diligent in cost savings where ever possible, the unexpected items mentioned have all had a negative impact on the operating budget for FY2010-11.

Expenditure needs have been projected out for the next few months through the end of the fiscal year to determine the changing demands on the operating budget due to unbudgeted and unexpected cost year-to-date and expected going forward. It is currently proposed that the operating budget be increased by \$652,000 as detailed below in order to meet expenditure demands for the balance of the fiscal year to be funded with CMA TIP program funds which were originally set aside in the CMA TIP fund for economic uncertainty as the ACCMA has no other funding source available to fund operating needs. The projections through the end of the fiscal year have been based on the most recent month's information to most accurately reflect the current status of project billings.

Budget Adjustments include:

Salaries and Benefits	\$339,000
Severances/Settlements	277,000
Merger Related Costs	40,000
Other Savings to realize in balance of budget	<u>(4,000)</u>
Total Operating Budget Increase	\$652,000

Cost reduction measures are being taken to control costs in the next fiscal year both in negotiations for consolidated new contracts and in the effective utilization of the combined staff.

**Fiscal Impact:**

The approval of this item will increase the operating budget for FY2010-11 by \$652,000 which would be funded with CMA TIP program funds which were originally set aside in the CMA TIP fund for economic uncertainty.

<b>ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY</b>				
<b>OPERATING STATEMENT OF REVENUES AND EXPENDITURES</b>				
<b>For the Quarter Ended March 31, 2011</b>				
	<b>QTR Ended</b>		<b>Adopted</b>	
	<b>3/31/2011</b>	<b>Year to date</b>	<b>Annual</b>	
<b>Description</b>	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>% Used</b>
Beginning Fund Balance	\$ -	\$ 139,280	\$ 139,280	
Fees - City of Alameda	8,559	25,676	34,234	75.00%
Fees - City of Oakland	47,072	141,215	188,286	75.00%
Fees - City of Piedmont	1,272	3,816	5,088	75.00%
Fees - City of Pleasanton	7,669	23,008	30,677	75.00%
Fees - City of San Leandro	9,307	27,920	37,226	75.00%
Fees - City of Union City	8,033	24,099	32,132	75.00%
Fees - Alameda County	118,408	355,223	473,630	75.00%
Fees - City of Albany	1,917	5,752	7,669	75.00%
Fees - City of Berkeley	11,946	35,839	47,785	75.00%
Fees - City of Dublin	4,378	13,133	17,510	75.00%
Fees - City of Emeryville	876	2,627	3,502	75.00%
Fees - City of Fremont	23,878	71,635	95,513	75.00%
Fees - City of Hayward	16,528	49,584	66,112	75.00%
Fees - City of Livermore	8,973	26,920	35,893	75.00%
Fees - City of Newark	5,020	15,061	20,081	75.00%
Indirect Charges from Capital & Programming	580,252	1,665,078	2,238,978	74.37%
<b>Total Revenues</b>	<b>854,086</b>	<b>2,486,581</b>	<b>3,334,316</b>	<b>74.58%</b>
Salaries and Wages	400,212	948,500	1,184,212	80.10%
Employee Benefits	249,536	680,599	652,633	104.29%
Severance	-	145,208	-	
Other Merger related costs	37,070	180,445	200,000	90.22%
Office Supplies	5,849	14,029	20,000	70.14%
Office Expenses	247	12,565	20,000	62.83%
Computer Support	21,150	52,354	80,000	65.44%
Website Services	2,788	11,457	12,000	95.48%
Rent	113,149	326,532	420,000	77.75%
Business Insurance	1,260	38,464	30,000	128.21%
Prof Services - Legal	29,383	72,613	100,000	72.61%
Prof Services - Audit/Acctg.	925	30,915	32,000	96.61%
Postage/Delivery	3,022	6,791	7,500	90.54%
Advertising	1,350	1,350	10,000	13.50%
Telephone Expenses	14,737	48,953	70,000	69.93%
Equipment Lease/Reproduction	18,074	43,808	40,000	109.52%
Meeting Food/Meals	4,519	5,957	7,000	85.10%
Misc. Expenses	1,497	1,771	2,500	70.83%
Transportation	7,460	13,201	40,000	33.00%
Travel	3,383	6,161	35,000	17.60%
Training	6,020	10,073	5,000	201.46%
Special Events	1,900	7,429	10,000	74.29%
EDAB Membership	-	5,000	5,000	100.00%
DBE/LBE/SBE	3,587	10,427	25,000	41.71%
Software Licenses	313	4,661	7,500	62.14%
Consultant-General	-	12,783	100,000	12.78%
Tenant Improvements/Capital Outlay	4,502	33,210	20,000	166.05%
Legislative Advocacy	25,661	74,861	108,000	69.32%
Board Meeting Per Diems	41,085	68,318	60,000	113.86%
Various Unfunded Project Costs	5,531	21,334	-	
<b>Total Expenditures</b>	<b>1,004,211</b>	<b>2,889,767</b>	<b>3,303,345</b>	<b>87.48%</b>
<b>Revenues Less Expenditures</b>	<b>\$ (150,124)</b>	<b>\$ (403,186)</b>	<b>\$ 30,971</b>	
<b>Ending Fund Balance</b>		<b>\$ (263,906)</b>	<b>\$ 170,251</b>	

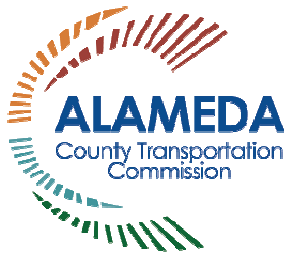
<b>ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY</b>				
<b>PROJECT EXPENDITURE REPORT</b>				
<b>For the Quarter Ended March 31, 2011 and YTD</b>				
	<b>Project Number</b>	<b>Quarter Ended 03/31/11</b>	<b>Year to Date Actual</b>	<b>Revised Annual Budget FY2010/11</b>
<b>CAPITAL IMPROVEMENT PROGRAM</b>				
MTC Partnership	113	\$ 673	\$ 673	\$ 80,600
MTC General Support	200	12,244	12,244	91,000
Congestion Management Program	201	76,913	137,992	423,100
Countywide Transportaion Plan	202	70,756	127,408	788,800
MTC Lifeline Transportation Program	203	2,621	2,621	11,000
Travel Model Support (Planning)	209	68,217	68,217	45,000
I-680 SB HOT Lane	210	534,720	2,698,343	4,325,900
Transportation and Land Use Work Program	219	37,250	45,566	535,000
Guaranteed Ride Home Program	224	28,581	58,461	140,000
Countywide Bicycle Plan Update	239.1	19,977	20,085	38,000
Bike to Work Day	240	16,786	26,369	63,600
I-80 Gilman Street Interchange Improvements	265	14,825	14,825	396,400
I-80 Central: Rail and Trade Corridor	266	-	-	585,000
Bus Rapid Transit Corridor Enhancement	267	-	-	590,000
Central Alameda County Freeway Study	277	732	1,596	1,070,000
Vehicle Registration (Future VRF Revenues)	282	25,283	49,747	-
MTC Funding & Programming - Planning	303	130,485	134,852	190,000
TFCA Programming, Monitoring & Administration	314	18,951	19,203	91,000
Altamont Commuter Express	320	3,437	4,609	15,000
CMA TIP / STIP Monitor	334	167,866	263,405	2,155,000
SMART Corridors - Operations & Maintenance	345	46,935	166,808	980,500
I-680 Southbound HOV Lane	372	949,687	4,661,085	4,963,800
I-580 Soundwalls Design	374	885,642	2,672,252	2,985,000
I-680 Corridor Coordination (CMA TIP)	375	37,631	37,631	-
Ardenwood Park & Ride Lot	403	31,359	35,255	10,100
I-880 N Safety and Operational Improvements at 23rd/29th	410	479,889	479,889	4,980,000
Center to Center	415	14,068	177,900	205,000
I-580 WB Implementation of Ramp Meter	416	13,135	29,270	112,500
I-580 EB HOV Lane	420.0	309,515	581,712	279,500
I-580 Traffic Management Plan	420.1	-	42,295	90,000
I-580 Corridor Environmental Mitigation	420.3	-	340,451	319,200
I-580 EB HOT Lane	420.4	213,690	677,808	3,276,800
I-580 EB Aux Lane Project	420.5	13,296	191,079	1,183,200
I-580 Corridor ROW Preservation	423.0	1,342,468	2,756,795	2,990,500
I-580 WB HOV Lane	424.0	147,018	646,332	4,496,300
I-580 WB HOT Lane Project	424.1	7,009	11,215	581,800
I-880 SB HOV Lane Extension Hegenberger to Marina	430	397,864	1,495,963	3,409,700
Webster Street SMART Corridor	440	61,899	238,385	1,261,800
I-680/I-880 Cross connector - PSR	470	1,621	27,735	315,000
San Pablo Ave TSP/Transit Improvement	478	16,603	122,000	122,000
I-80 Integrated Corridor Mobility	491	172,996	1,480,993	13,957,700
I-880 Marina Blvd. PSR	650	9,522	49,125	672,000
<b>Total Project Expenditures:</b>		<b>\$ 6,382,164</b>	<b>\$ 20,608,193</b>	<b>\$ 58,826,800</b>

Note: Grant funding for projects is received on a reimbursement basis as expenditures are incurred, therefore revenues for projects will be accrued if not already received and revenues will be equal to project expenditures on the year-end financial statements.



<b>ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY</b>			
<b>TRANSPORTATION FUND FOR CLEAN AIR ACTIVITY REPORT</b>			
<b>For the Quarter Ended March 31, 2011</b>			
FISCAL YEAR	PREVIOUS BALANCE	QUARTER ENDED 3/31/2011	PROGRAM BALANCE
Unexpended Funds as of June 30, 2000 (per BAAQMD audited statement)	\$ 6,313,045	\$ -	\$ 6,313,045
<b>FISCAL YEAR 2000/01 - 2009/10</b>			
PROGRAM REVENUES	18,295,179	-	18,295,179
INTEREST INCOME	897,651	-	897,651
EXPENDITURES	(21,919,522)	-	(21,919,522)
<b>Balance as of 6/30/2010</b>	<b>\$ 3,586,353</b>	<b>\$ -</b>	<b>\$ 3,586,353</b>
<b>FISCAL YEAR 2010/11</b>			
PROGRAM REVENUES	926,856	-	926,856
INTEREST INCOME	10,457	4,424	14,881
<b>EXPENDITURES:</b>			
City of Alameda - G	-	-	-
City of Albany - G	-	-	-
City of Berkeley - G	-	-	-
City of Dublin - G	-	-	-
City of Emeryville - G	-	-	-
City of Fremont - G	-	-	-
City of Hayward - G	-	-	-
City of Oakland - G	-	-	-
City of Pleasanton - G	-	(79,932)	(79,932)
City of Piedmont - G	-	-	-
City of San Leandro - G	-	-	-
City of Livermore - G	-	-	-
City of Newark - G	-	-	-
City of Union City - G	-	-	-
County of Alameda - G	-	(150,000)	(150,000)
<b>Discretionary:</b>			
AC Transit	-	-	-
ACCMA - SMART Corr.	(99,985)	(141,876)	(241,861)
LAVTA	-	-	-
CMA Administrative Cost	-	-	-
CMA Guaranteed Ride Home	-	-	-
City of Oakland	-	-	-
Misc. Expenses	(40)	(10)	(50)
<b>BALANCE AS OF MARCH 31, 2011</b>	<b>\$ 4,423,641</b>	<b>\$ (367,394)</b>	<b>\$ 4,056,246</b>

<b>ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY</b>			
<b>EXCHANGE PROGRAM ACTIVITY REPORT</b>			
<b>For the Quarter Ended March 31, 2011</b>			
	PREVIOUS BALANCE	QUARTER ENDED 3/31/2011	PROGRAM BALANCE
<b>FISCAL YEAR 2001/02 - 2009/10</b>			
EXCHANGE REVENUES	\$ 60,042,773	\$ -	\$ 60,042,773
INTEREST INCOME	5,008,357	-	5,008,357
EXPENDITURES	(50,740,377)	-	(50,740,377)
<b>Balance as of 6/30/2010</b>	<b>\$ 14,310,753</b>	<b>\$ -</b>	<b>\$ 14,310,753</b>
<b>FISCAL YEAR 2010/11</b>			
EXCHANGE REVENUES	-	1,649,157	1,649,157
INTEREST INCOME	7,358	1,749	9,107
<b>EXPENDITURES:</b>			
Alameda County CMA	(489,647)	(1,264,225)	(1,753,872)
City of Oakland	-	(57,590)	(57,590)
City of Piedmont	-	-	-
City of Alameda	-	-	-
City of San Leandro	-	-	-
City of Berkeley	-	-	-
City of Fremont	-	-	-
City of Emeryville	-	-	-
City of Newark	-	(901,000)	(901,000)
Union City	-	-	-
AC Transit	-	-	-
City Car Share	-	-	-
BART	-	-	-
Misc. Expenses	(70)	(10)	(80)
<b>BALANCE AS OF MARCH 31, 2011</b>	<b>\$ 13,828,394</b>	<b>\$ (571,919)</b>	<b>\$ 13,256,475</b>
<p>* Note: Of the \$13.3 million program balance, \$10.4 million has been loaned to the General Fund over the last couple of years to cashflow project expenditures. In April, an additional \$2.1 million was reimbursed to the Exchange Fund leaving an available cash balance of \$5.0 million in April, 2011.</p>			



## Memorandum

**DATE:** April 28, 2011

**TO:** Programs and Projects Committee (PPC)

**FROM:** Matt Todd, Manager of Programming

**RE:** **Approval of 2012 State Transportation Improvement Program (STIP):  
Development Process**

### **Recommendation:**

It is recommended the Commission 1) approve the 2012 STIP development process and schedule, and 2) review and comment on draft principles for the development of the 2012 STIP project list. A Call for projects is proposed to be released in mid June 2011 and applications are anticipated to be due to the Alameda CTC in mid July. ACTAC is scheduled to consider this item on May 3<sup>rd</sup>.

### **Summary:**

The California Transportation Commission (CTC) updates the STIP biennially, in even-numbered years. Each coordinated statewide STIP update is roughly a one-year process, with the 2012 STIP update starting spring 2011. The STIP is a five-year programming document adopted by the CTC which identifies transportation projects for state transportation funds. Projects that have been funded through the STIP include funding for State highways, local roads, transit, intercity rail, pedestrian and bicycle facilities, intermodal facilities, and safety. Each new STIP cycle makes available two years of funding to program. The 2012 STIP will cover fiscal years 2012/2013 -2016/17.

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period. The California Transportation Commission (CTC) is scheduled to approve the final assumptions for the 2012 STIP Fund Estimate in May 2011, draft Fund Estimate in June 2011 and a final Fund Estimate in August 2011. Similar to recent STIP programming cycles, little or no new funding is expected to be made available and already programmed STIP funds may be delayed into later years of the STIP period in order for STIP revenue projections to “catch up” with current programming.

The region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2011. Correspondingly, the counties' proposals are due to MTC in late October 2011. The attached 2012 STIP Development Schedule shows the Alameda CTC Board approving Alameda County's 2012 STIP Program in October 2011.

Staff is also seeking Board input regarding the principles by which the Alameda County share of the 2012 STIP will be programmed. The principles proposed for the 2012 STIP development include discussion of how to deliver projects addressed in previous ACCMA STIP resolutions (Resolution No. 08-006 Revised and Resolution No. 08-018).

In order to meet the anticipated schedule from MTC for the regional development of the 2012 STIP, the attached Draft 2012 STIP Development Schedule shows the Alameda CTC Board approving the Final STIP proposal in October 2011. To meet this schedule the Alameda CTC is proposing to release of a Call for Projects in mid June with a due date for project applications in mid July 2011. As in past STIP cycles, the CTC and MTC are scheduled to adopt the final STIP policies after the call for projects is complete and applications are due. The development of the Alameda County STIP proposal will have to be closely coordinated with the statewide and regional development of the 2012 STIP policies. The CTC schedule calls for adoption of the 2012 STIP in April 2012.

During the 2010 STIP development process, the following policies were considered important and it is anticipated that they will be applied to the development of the 2012 STIP:

- The Region's CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans should notify the region's CMAs and MTC of any anticipated costs increases to currently-programmed STIP projects in the same time frame as the new project applications.

**Attachments**

Attachment A: Draft Principles for the Development of the 2012 STIP Project List

Attachment B: Draft 2012 STIP Development Schedule

Attachment C: CMA Resolution No. 08-006 Revised

Attachment D: CMA Resolution No. 08-018

## Attachment A

### Draft Principles for the Development 2012 STIP Project List

- All sponsors will be required to provide updated cost, scope and schedule information for currently programmed projects.
- The ACCMA Board made commitments to certain projects in 2008 that are detailed in ACCMA Resolutions 08-006 Revised (Caldecott Tunnel project) and 08-018 (Previous STIP commitment and MTC Reso 3434 projects). Staff suggests the strategy to deliver the aforementioned projects be discussed and confirmed by the Alameda CTC, based on the information available today, as part of the 2012 STIP process.
- It is anticipated that any new funding programmed in the 2012 STIP will be made available in FY's 2015/16 and 2016/17.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and be able to meet all STIP requirements.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- The following criteria are proposed for prioritization required for the development of the 2012 STIP project list:
  - ◆ In past STIP cycles, highest priority was given to projects that are: 1) currently programmed in the STIP; and 2) projects that have received a commitment of future STIP programming as memorialized in Resolutions 08-006 Revised and 08-018 that meet applicable project readiness standards. Staff recommends the proposed prioritization be based on the results of the Alameda CTC discussion regarding the potential projects that could be considered for STIP funding.
  - ◆ For the remaining projects, strike a balance between funding for construction and project development, considering the following aspects of project delivery:
    - How far along is project development? – Highest priority to projects that are closest to capital expenditure, i.e. construction or right of way. Status of environmental clearance.
    - Does the project have a full funding plan? Has funding been identified for future phases? What is the level of certainty of the availability of the project funding?
    - Can the project be phased?
    - Are there special considerations or timing constraints such as the need to preserve right of way or matching other funds?
    - Priority consistent with CMA Board identified priority projects
    - Equity (geographic, sponsor, modal)
    - Climate change impact

**Attachment B**  
**Draft 2012 STIP Development Schedule**

<b>Alameda CTC Activity</b>	<b>Date</b>	<b>MTC/CTC Activity</b>
<ul style="list-style-type: none"> <li>• Approve 2012 STIP Schedule</li> <li>• Review Draft Principles.</li> </ul>	May 2011	<ul style="list-style-type: none"> <li>• CTC Approve Final Fund Estimate Assumptions</li> </ul>
<ul style="list-style-type: none"> <li>• Release Call for Projects (June 15<sup>th</sup>)</li> <li>• Alameda CTC Approve 2012 STIP Principles</li> </ul>	June 2011	<ul style="list-style-type: none"> <li>• CTC Releases Draft Fund Estimate (June 22<sup>nd</sup>)</li> <li>• CTC Releases Draft STIP Guidelines</li> </ul>
<ul style="list-style-type: none"> <li>• Project Applications due to Alameda CTC (July 13<sup>th</sup>)<sup>1</sup></li> </ul>	July 2011	<ul style="list-style-type: none"> <li>• MTC Reviews Draft RTIP Policies</li> </ul>
	August 2011	<ul style="list-style-type: none"> <li>• CTC Approves Fund Estimate</li> <li>• CTC Adopts STIP Guidelines</li> </ul>
<ul style="list-style-type: none"> <li>• Draft RTIP Proposal to Alameda CTC Committees and Board</li> </ul>	September 2011	<ul style="list-style-type: none"> <li>• MTC Approves Final RTIP Policies</li> </ul>
<ul style="list-style-type: none"> <li>• Final RTIP Proposal to Alameda CTC Committees and Board</li> </ul>	October 2011	
	November 2011	<ul style="list-style-type: none"> <li>• MTC Approves RTIP</li> </ul>
	December 2011	<ul style="list-style-type: none"> <li>• RTIP due to CTC</li> </ul>
	April 2012	<ul style="list-style-type: none"> <li>• CTC Adopts 2012 STIP</li> </ul>

1. Sponsors of existing STIP programming in future years of the STIP as well as Caltrans sponsored projects with open Expenditure Authorization authority (or with a close out pending) will also be required to submit a project application for funding consideration.



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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
RESOLUTION 08-006 REVISED**

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
COMMITMENT TO ROUTE 24 CORRIDOR ENHANCEMENTS**

**AC Transit**  
Director  
Greg Harper

**Alameda County**  
Supervisors  
Nate Miley  
Scott Haggerty  
Chair

**City of Alameda**  
Mayor  
Beverly Johnson

**City of Albany**  
Councilmember  
Farid Javandel

**BART**  
Director  
Thomas Blalock

**City of Berkeley**  
Councilmember  
Kris Worthington

**City of Dublin**  
Mayor  
Janet Lockhart

**City of Emeryville**  
Vice-Mayor  
Ruth Atkin

**City of Fremont**  
Vice-Mayor  
Robert Wieckowski

**City of Hayward**  
Mayor  
Michael Sweeney

**City of Livermore**  
Mayor  
Marshall Kamena

**City of Newark**  
Councilmember  
Luis Freitas

**City of Oakland**  
Councilmember  
Larry Reid

**City of Piedmont**  
Councilmember  
John Chiang

**City of Pleasanton**  
Mayor  
Jennifer Hosterman

**City of San Leandro**  
Councilmember  
Joyce R. Starosciak

**City of Union City**  
Mayor  
Mark Green  
Vice Chair

**Executive Director**  
Dennis R. Fay

**WHEREAS**, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

**WHEREAS**, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527(a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

**WHEREAS**, the ACCMA has included \$8 million in its 25-year Countywide Transportation Plan for enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4<sup>th</sup> Bore project; and

**WHEREAS**, the ACCMA included the first \$2 million for the Route 24 Corridor in its submittal for the 2008 STIP that was approved by the CTC on June 26, 2008; and

**WHEREAS**, the Contra Costa Transportation Authority (CCTA) has agreed to exchange the \$2 million in 2008 STIP funding with its local sales tax funding in order to expedite delivery of the enhancements; and

**WHEREAS**, the CCTA has agreed to exchange another \$2 million to be included in 2010 Alameda County STIP submittal with its local sales tax funding in order to further expedite delivery of the enhancements; and

**WHEREAS**, the Route 24 Corridor enhancements have been proposed by the ACCMA for the MTC's update of its regional transportation plan, expected to be completed in 2009; and

**WHEREAS**, the City of Oakland has identified a tentative package of enhancements to be funded with the above-referenced \$8 million in ACCMA's 25-year Countywide Transportation Plan; and

**WHEREAS**, the City of Oakland and Caltrans are finalizing a settlement agreement regarding the environmental document for the Caldecott Tunnel 4<sup>th</sup> Bore project; and



**WHEREAS**, the ACCMA Board, at the regular ACCMA Board meeting on April 24, 2008, adopted Resolution 08-006 setting forth a commitment on the part of the ACCMA Board to program up to \$6 million in the 2010 and 2012 STIPs to effectuate certain provisions of the above-referenced settlement agreement, subject to certain conditions; and

**WHEREAS**, to account for the CCTA commitments described above, the ACCMA Board has considered and has determined to adopt this Resolution 08-006 Revised, which amends and restates in its entirety the previously adopted Resolution 08-006.

**NOW, THEREFORE BE IT RESOLVED**, that the ACCMA Board intends to program \$2 million in the 2010 STIP to a project(s) to be identified by the CCTA; and

**BE IT FURTHER RESOLVED**, the CCTA agreed, at its June 18, 2008 meeting, to exchange this \$2 million commitment of ACCMA 2010 STIP funding with an advance of its local transportation sales tax funds in order to further expedite delivery of the enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4<sup>th</sup> Bore project; and

**BE IT FURTHER RESOLVED**, that the ACCMA Board intends to program additional STIP funding, up to \$4 million collectively, in the 2010 and 2012 STIPs for transportation enhancements along and in the vicinity of the Route 24 corridor in Oakland to effectuate certain provisions of the above-referenced settlement agreement, subject to the necessary applications and documents being prepared by the City of Oakland and/or Caltrans as required by law and the policies of the MTC and CTC, and subject to the enhancements being included in MTC's update of its regional transportation plan; and

**BE IT FURTHER RESOLVED**, that the ACCMA Board authorizes the Executive Director to enter into fund transfer agreements and other agreements with the City of Oakland, CCTA and Caltrans as may be required to develop and implement the Route 24 Corridor enhancements.

**DULY PASSED AND ADOPTED** by the ACCMA at the regular ACCMA Board meeting held on Thursday, July 31, 2008 in Oakland, California, by the following vote:

AYES: 33      NOES: 0      ABSTAIN: 0      ABSENT: 0

SIGNED:

  
\_\_\_\_\_  
Scott Haggerty, Chairperson

ATTEST:

  
\_\_\_\_\_  
Gladys V. Parmelee, Board Secretary





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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
RESOLUTION 08-018**

**State Transportation Improvement Program (STIP) Commitments**

**AC Transit**  
Director  
Greg Harper

**Alameda County**  
Supervisors  
Nate Miley  
Scott Haggerty

**City of Alameda**  
Mayor  
Beverly Johnson  
Vice Chair

**City of Albany**  
Councilmember  
Farid Javandel

**BART**  
Director  
Thomas Blalock

**City of Berkeley**  
Councilmember  
Kris Worthington

**City of Dublin**  
Mayor  
Janet Lockhart

**City of Emeryville**  
Vice-Mayor  
Ruth Atkin

**City of Fremont**  
Councilmember  
Robert Wiecekowski

**City of Hayward**  
Councilmember  
Olden Henson

**City of Livermore**  
Mayor  
Marshall Kamena

**City of Newark**  
Councilmember  
Luis Freitas

**City of Oakland**  
Councilmember  
Larry Reid

**City of Piedmont**  
Councilmember  
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**  
Dennis R. Fay

**WHEREAS**, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

**WHEREAS**, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program (RTIP), and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

**WHEREAS**, the MTC adopted Revised Resolution 3434 on September 23, 2008, that requests that the ACCMA commit funding to certain transit projects that are included in the 25-year Countywide Transportation Plan (CWTP); and

**WHEREAS**, the ACCMA has included the following three projects in the Draft 2008 CWTP: 1) \$160 million for BART Warm Springs Extension (WSX) Project; 2) \$85 million for the AC Transit Bus Rapid Transit (BRT) Project; 3) \$14.8 million for the Dumbarton Rail Project (three projects collectively referred to as the RESOLUTION 3434 Projects); and

**WHEREAS**, MTC Revised Resolution 3434 specifies that the transfer of \$91 million of RM2 funds, previously identified for the Dumbarton Rail Project, to the WSX Project is conditioned on the ACCMA adopting a board resolution committing the like amount of RTIP funding to the Dumbarton Rail Project detailed above; and

**WHEREAS**, to accomplish the MTC request, the Final 2008 CWTP will need to be amended to reflect a reduction to the BART WSX Project from \$160 million to \$69 million of funding, with the balance of the funding assigned to the Dumbarton Rail Corridor Project and increasing the funding from \$14.8 million to \$105.8 million; and

**WHEREAS**, MTC has committed \$35 million in CMAQ funds to the BRT Project contingent upon the ACCMA adopting a funding commitment plan (and exploring a strategy to advance the funding) for \$40 M of RTIP funds; and

**WHEREAS**, the Backfill of Lifeline Program Funds Project (\$2 million), Mission/880 Project (Landscaping Component) (\$3.5 million), Broadway/Jackson Interchange Project (\$3 million), and the 880 Corridor Project (\$1.9 million), which are collectively referred to as PREVIOUS STIP COMMITMENT Projects, were proposed in the 2008 STIP but not included in the final 2008 STIP approved by the CTC; and

**WHEREAS**, Proposition 1B was approved by the voters of California in November of 2006 and included approximately \$20 billion for infrastructure improvements, including multiple transportation programs; and

**WHEREAS**, projects in Alameda County that have been programmed with Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Fund (TCIF) Account, Traffic Light Synchronization Program (TLSP), and Infrastructure Bond Funding Programmed by the CTC through the STIP, are all components of the Proposition 1B Program, with this set of projects collectively referred to as the INFRASTRUCTURE BOND Projects; and

**WHEREAS**, the ACCMA was awarded/programmed approximately \$500 million of Infrastructure Bond funding for multiple projects on I-80, San Pablo Avenue, I-880, I-580, and I-680; and

**WHEREAS**, the CTC has indicated that project sponsors are responsible to fund any cost increases on the Infrastructure Bond Program projects.

**NOW, THEREFORE BE IT RESOLVED**, the ACCMA amends the CWTP to move \$91 million of funding commitment from the WSX Project to the Dumbarton Corridor Project; and

**BE IT FURTHER RESOLVED**, the ACCMA will prioritize programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects in future STIPs; and

**BE IT FURTHER RESOLVED**, the ACCMA will first commit up to fifty percent (50%) of new programming capacity in a STIP cycle to the RESOLUTION 3434 Projects collectively; and

**BE IT FURTHER RESOLVED**, the ACCMA will commit at least twenty five percent (25%) of new programming capacity in a STIP cycle to the WSX project if programming and financing criteria have been met; and

**BE IT FURTHER RESOLVED**, the Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity are further discussed in Attachment A; and

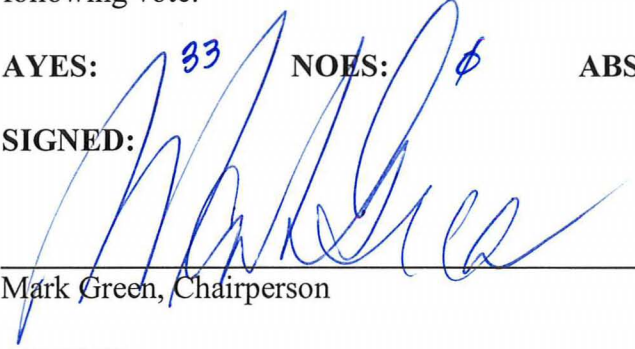
**BE IT FURTHER RESOLVED**, the ACCMA will work with project sponsors, funding agency partners, and elected officials and consider financing options such as bonding, advance construction authority, and exchanges to identify methods to advance funding; and

**BE IT FURTHER RESOLVED**, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

**BE IT FURTHER RESOLVED**, the ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met, as detailed in Attachment B, to determine if a programming action is appropriate.

**DULY PASSED AND ADOPTED** by the Alameda County Congestion Management Agency at the regular meeting of the Board on Thursday, December 11, 2008 in Oakland, California, by the following vote:

**AYES:** 33      **NOES:** 0      **ABSTAIN:** 1      **ABSENT:** 1

**SIGNED:**   
\_\_\_\_\_  
Mark Green, Chairperson

**ATTEST:**  
  
\_\_\_\_\_  
Gladys V. Parmelee, Board Secretary

## **ATTACHMENT A**

### **Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity**

The RESOLUTION 3434 Projects are likely to include requests larger than the funding available in an individual STIP cycle, and are expected to require non-standard programming arrangements. MTC Revised Resolution 3434 states that the financing costs of the RESOLUTION 3434 Projects are the responsibility of the project sponsor. The ACCMA Board may consider alternative financing proposals, including:

- Considering financing costs within the funding proposed
- Considering financing costs in addition to the funding proposed
- Accepting only a portion of the overall financing

The financing for the three RESOLUTION 3434 Projects will be considered on a case by case basis at the time of programming. The RESOLUTION 3434 Projects, with respect to financing, will be treated equally.

A request for funding for the PREVIOUS STIP COMMITMENT Projects could be accommodated within a single STIP cycle and financing issues are not expected to be an issue.

The INFRASTRUCTURE BOND Projects funding needs may occur between the traditional STIP Cycle call for projects and may need to be addressed between STIP programming cycles.

## ATTACHMENT B

### **Programming Requirements**

The ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met to determine if a programming action is appropriate.

All projects will be required to:

- Have a detailed project schedule that demonstrates that all timely use of funds provisions can be met,
- Have a full funding plan to complete the project, and
- Have a detailed cost estimate (including supporting assumptions).

RESOLUTION 3434 Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds, and
- Have a clearly defined locally preferred alternative that has received formal approval from the governing bodies of the responsible local jurisdiction(s) where the improvements will be constructed.

PREVIOUS STIP COMMITMENT Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds.

INFRASTRUCTURE BOND Projects will also be required to:

- Provide documentation on the project funding and reason for the cost increase for review and discussion prior to consideration.

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**Memorandum**

**DATE:** April 27, 2011  
**TO:** Programs and Projects Committee (PPC)  
**FROM:** Jacki Taylor, Programming Liaison  
**RE:** Approval of Final FY 2011/12 Transportation Fund for Clean Air (TFCA) Program

**Recommendation:**

It is recommended the Commission approve the Final FY 2011/12 TFCA Program. ACTAC is scheduled to consider this item on May 3<sup>rd</sup>.

**Summary:**

The attached recommendation includes revisions to the draft FY 2011/12 TFCA Program presented to the Committees and Board in April 2011 and includes an increased recommendation to program \$1,208,805 of the total \$1,832,361 available. Staff will continue to work with Sponsors and Bay Area Air Quality Management District (Air District) staff to program the current remaining balance of \$623,556. The remaining balance needs to be programmed within 6 months from the date of the Air District's approval of the Expenditure Plan, be returned to the Air District.

**Information:**

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

As detailed in the attached final program recommendation, nine (9) of the thirteen (13) projects submitted are being recommended for TFCA funding. A primary consideration in the amount of TFCA funding recommended for each project is the result of a project's cost-effectiveness evaluation. Of the four (4) projects not included in the recommendation, two (2) exceed the TFCA cost effectiveness threshold and two (2) have been determined to be ineligible to receive TFCA funds. Staff will continue to work to program the remaining balance of \$623,566. This may include requesting additional project applications or increasing the current recommendation for projects in the final program. The projects in the program as approved by the Commission Board in May would be able to incur eligible project costs only after the date the master

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agreement between the Alameda CTC and the Air District has been executed (typically in early July).

The FY 2011/12 Expenditure Plan (which determines the amount of TFCA funding available to program) is scheduled for adoption by the Air District in June 2011. The Air District guidelines allow up to 6 months from the date of the Air District's approval of the Expenditure Plan, to approve additional projects if a balance of funds remains. Any funds not programmed by the end of the 6-month period are to be returned to the Air District. A programming recommendation will be brought to the Committees and Board for approval a programming any remaining funds in late summer/early fall.

**Attachments**

Attachment A: Final FY 2011/12 TFCA Program Recommendation



**2011-2012 TFCa County Program Manager Fund - Final Program**

Sponsor	Project Name	Project Description	Total Project Cost	TFCa Requested	TFCa Balance	Draft Cost-effectiveness (TFCa \$/ton)	Amount Recommended	Notes
<b>70% City/County Share</b>								
Alameda County	Mattox Road Bike Lanes	Install new Class 2 bike lanes (in both directions) on Mattox Rd. between Foothill Blvd and Mission Blvd.	\$40,000	\$40,000	\$ 58,303	\$ 49,316	\$40,000	
California State University, East Bay	CSUEB - 2nd Campus to BART Shuttle	Implementation of a second shuttle bus for a.m. and p.m. peak hour service at the Cal State University, East Bay campus connecting to the Hayward BART station. Requesting two years of funding for operations (FYs 11/12 & 12/13).	\$514,000	\$194,000	\$ -	\$ 63,283	\$194,000	Proposed to be assigned to Hayward's portion of 70% city/county share.
California State University, East Bay	Transportation Demand Management Program	Pilot Transportation Demand Management and Trip Reduction program at the California State University East Bay to encourage the use of driving alternatives for staff, faculty and the University students. Requesting funding for FY 11/12.	\$52,000	\$52,000	\$ -	\$ 36,719	\$52,000	Proposed to be assigned to Hayward's portion of 70% city/county share.
Fremont	North Fremont Arterial Management	Improved arterial operations along four corridors in North Fremont: Fremont Blvd, Decoto Rd, Paseo Padre Parkway, and Alvarado Blvd. Some of the existing traffic signal system equipment will be upgraded and new signal coordination timings will be implemented at all signalized project intersections.	\$265,000	\$265,000	\$ 307,784	\$ 64,931	\$256,000	Alvarado Blvd segment is cost effective with a \$9,000 grant reduction.
Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	Along Martin Luther King Jr. Way, synchronization of traffic signals at four intersections between 65th and Hwy 24 and installation of detection equipment at the Hwy 24 WB on-ramp intersection.	\$125,000	\$125,000	\$ 392,431	\$ 88,820	\$125,000	Project is cost effective with 2-yr post-project report required.
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips through various employer-based, residential-based and school-based programs. Requesting funding for FY 11/12.	\$148,000	\$52,816	\$ 32,843	\$ 59,622	\$52,816	
San Leandro	San Leandro LINKS Shuttle	Free shuttle providing service from the San Leandro BART station to businesses in West San Leandro. Shuttle runs every 20 min, Mon - Friday from approx. 5:45am - 9:45 am & 3pm - 8pm. Requesting two years of funding for operations (FYs 11/12 & 12/13).	\$629,000	\$149,000	\$ 83,621	\$ 89,672	\$59,500	Project is cost effective up to \$59.5K of TFCa.
<b>Total</b>			<b>\$1,773,000</b>	<b>\$877,816</b>			<b>\$779,316</b>	
				<b>TFCa Available to Program</b>			<b>\$ 1,416,922</b>	
						<b>Remaining Balance</b>	<b>\$ 637,606</b>	
<b>30% Transit Discretionary Share</b>								
Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program	The GRH program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative modes of transportation (bus, train, carpool, vanpool, etc.) to get to work. Requesting two years of funding (FYs 11/12 & 12/13).	\$245,000	\$245,000	NA	\$ 20,093	\$245,000	
LAVTA	Route 9 Shuttle BART/Hacienda Business Park	Route 9 provides service to the Dublin/Pleasanton BART Station and major employment centers within the City of Pleasanton. Requesting funding for FY 11/12 operations.	\$343,575	\$42,947	NA	\$ 83,166	\$42,947	
LAVTA	Route 10 - Dublin/Pleasanton BART to Livermore ACE Station	Route 10 services the Dublin/Pleasanton BART, ACE Livermore stations and Lawrence Livermore National Laboratory (LLNL). Requesting funding for FY 11/12 operations.	\$3,825,450	\$141,542	NA	\$ 26,165	\$141,542	
<b>Total</b>			<b>\$4,414,025</b>	<b>\$429,489</b>			<b>\$429,489</b>	
				<b>TFCa Available to Program</b>			<b>\$ 415,439</b>	
						<b>Remaining Balance</b>	<b>\$ (14,050)</b>	

2011-2012 TFCA County Program Manager Fund - Final Program

Final Program Summary					
TFCA Share	Total Request	TFCA Available To Program	Draft Cost-effectiveness (TFCA \$/ton)	Total Recommended	Difference
Total TFCA 70%	\$877,816	\$ 1,416,922	NA	\$779,316	\$ 637,606
Total TFCA 30%	\$ 429,489	\$ 415,439	NA	\$429,489	\$ (14,050)
Total TFCA	\$ 1,307,305	\$ 1,832,361	NA	\$ 1,208,805	\$ 623,556

Projects Not Recommended for FY 11/12 TFCA Program:

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Share Balance	Draft Cost-effectiveness (TFCA \$/ton)	Notes
<b>70% City/County Share</b>							
Albany	City of Albany School-based Trip Reduction Program	Funding to continue existing school-based trip reduction/SR2S program in elementary schools and start a middle school program. Requesting funding for two years (FYs 11/12 & 12/13).	\$53,000	\$53,000	\$ 55,246	NA	Project is not cost-effective. Albany staff considering submitting a replacement project.
Union City	Union City CNG Compressor Replacement	Replace 10-year old compressor with a newer model in order to provide adequate fuel for an increased demand.	\$308,000	\$100,474	\$ 105,421	NA	Per Air District, project is not eligible for TFCA funding.
<b>30% Transit Discretionary Share</b>							
LAVTA	Purchase 4 Hybrid Diesel Buses	Replace four (4) 1196 New Flyer Diesel (40ft) buses with four (4) new hybrid diesel transit (29ft) buses. TFCA funding proposed to fund a portion of the incremental cost difference between new diesel and new hybrid-diesel buses.	\$919,705	\$319,705		NA	Per Air District, project is not eligible for TFCA funding.
LAVTA	Route 15 - Livermore ACE to Springtown	Route 15 provides service in Livermore between the ACE Station in Livermore and the Springtown District. Requesting funding for FY 11/12 operations.	\$989,550	\$98,955		\$ 878,872	Project is not cost-effective.



## Memorandum

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

### Recommendations:

It is recommended that the Commission approve the attached STIP At Risk Report, dated April 30, 2011. ACTAC is scheduled to consider this item on May 3<sup>rd</sup>.

### Summary:

The Report includes a total of 33 STIP projects being monitored for compliance with the STIP “Timely Use of Funds” provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

### Information:

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

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

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

### Attachments:

Attachment A - STIP At Risk Report

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

Status Date: April 30, 2011

### Red Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2009A RIP	AC Transit \$3,705	Maintenance Facilities Upgrade Con	06/07	Complete Expend	Note 1	R	\$3,705K Alloc'd 9/7/06 12-Mo Ext App'd Jan 10	R
2	0139F RIP-TE	ACCMA \$350	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st Con	10/11	Allocate Funds	6/30/11	R	5-month Ext Req May CTC	R
3	0016U RIP	ACTIA \$7,315	I-580 Castro Valley I/C Improvements Con	07/08	Accept Contract	7/11/11	R	\$7.315M Alloc'd 3/12/08 Contract Awd 7/11/08	R
4	2009L RIP	Alameda Co. \$4,600	Vasco Road Safety Improvements Con	07/08	Accept Contract	7/29/11	R	\$4.6M Alloc'd 2/14/08 Contract Awd 7/29/08	R
5	2100F RIP-TE	Alameda Co. \$1,150	Grove Wy sidewalk improvements, Meekland-Haviland Con	10/11	Allocate Funds	6/30/11	R	Allocation Sched May CTC	R
6	1014 RIP	BART \$38,000	BART Transbay Tube Seismic Retrofit Con	07/08	Complete Expend	6/3/11	R	\$38M Alloc'd 9/5/07	R
7	2008B RIP-TE	BART \$954	MacArthur BART renovate & enhance entry plaza Con	10/11	Allocate Funds	6/30/11	R	May Allocation planned	R
8	2100G RIP-TE	Berkeley \$1,928	Berkeley Bay Trail Project, Seg 1 Con	10/11	Allocate Funds	6/30/11	R	12-month Ext Req May CTC	R
9	2100H RIP-TE	Dublin \$1,021	Alamo Canal Regional Trail, Rt 580 undercrossing Con	10/11	Allocate Funds	6/30/11	R	18-month Ext Req May CTC	R
10	2103A RIP-TE	Oakland \$885	Oakland Coliseum TOD Con	10/11	Allocate Funds	6/30/11	R	June Allocation planned. June Ext Req ready if ROW issue not resolved.	R
11	2110 RIP RIP RIP-TE RIP-TE RIP	Union City \$4,600 \$720 \$5,307 \$2,000 \$9,787	Union City Intermodal Station Con Con Con Con Con	07/08 05/06 05/06 06/07 06/07	Accept Contract Accept Contract Accept Contract Accept Contract Accept Contract	5/13/11 5/13/11 5/13/11 5/13/11 5/13/11	R R R R R	\$4.6M Alloc'd 9/5/07 \$720K Alloc'd 11/9/06 \$5,307K Alloc'd 11/9/06 \$2,000K Alloc'd 11/9/06 \$9,787K Alloc'd 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract	R

Page 1 of 4

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

Status Date: April 30, 2011

### Red Zone Projects (Cont.)

Index	PP No.	Sponsor	Project Title			Date	Zone	Notes	Prev Zone
			Source	Prog'd Amount (\$x 1,000)	Phase				
12	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A						
	RIP-TE	\$3,000	Con	10/11	Allocate Funds	6/30/11	R	Allocation Sched June CTC	R
	RIP	\$715	Con	11/12	Allocate Funds	6/30/12	G		

### Yellow Zone Projects

Index	PP No.	Sponsor	Project Title			Date	Zone	Notes	Prev Zone
			Source	Prog'd Amount (\$x 1,000)	Phase				
13	2009W	Berkeley	Ashby BART Station Intermodal Imps						
	RIP	\$4,614	Con	07/08	Accept Contract	12/26/11	Y	\$4,614 Alloc'd 6/26/08	Y
	RIP	\$1,500	Con	09/10	Accept Contract	12/26/11	Y	AB 3090 app'd 8/28/08 \$1.5M Alloc'd 9/10/09	

### Green Zone Projects

Index	PP No.	Sponsor	Project Title			Date	Zone	Notes	Prev Zone
			Source	Prog'd Amount (\$x 1,000)	Phase				
14	2009B	AC Transit	SATCOM Expansion						
	RIP	\$1,000	Con	06/07	Accept Contract	Note 3	G	\$1,000K Alloc'd 9/7/06	G
15	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS						
	RIP	\$2,700	Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K Alloc'd 4/26/07	G
16	2009D	AC Transit	Bus Component Rehabilitation						
	RIP	\$4,500	Con	06/07	Accept Contract	Note 3	G	\$4.5M Alloc'd 7/20/06	G
17	2009Q	AC Transit	Bus Purchase						
	RIP	\$14,000	Con	06/07	Accept Contract	Note 3	G	\$14M Alloc'd 10/12/06	G
18	0016O	ACCMA	I-680 SB HOT Lane Accommodation						
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/12	G	\$8M Alloc'd 6/26/08 42 months for Accept App'd by CTC	G
19	0044C	ACCMA	I-880 Reconstruction, 29th to 23rd						
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	G		G
20	0062E	ACCMA	I-80 Integrated Corridor Mobility						
	RIP	\$954	Env	07/08	Final Invoice/Report		NA	\$954 Alloc'd 9/5/07 Contra Costa RIP Expenditures Comp	G
21	2100K	ACCMA	I-880 Landscape/Hardscape Improvements in San Leandro						
	RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/12	G	\$400K Alloc'd 6/30/10	G

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

Status Date: April 30, 2011

**Green Zone Projects (cont.)**

Index	PP No.	Sponsor	Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)					Req'd By			
22	2179	ACCMA	<b>Planning, Programming and Monitoring<sup>2</sup></b>								
		RIP	\$1,209	Con	09/10	Complete Expend	6/30/12	G	\$1,209	Alloc'd 7/9/09	R
		RIP	\$1,947	Con	11/12	Allocate Funds	6/30/12	G			
		RIP	\$1,993	Con	12/13	Allocate Funds	6/30/13	G			
		RIP	\$1,948	Con	10/11	Complete Expend	6/30/13	G	\$1,948	Alloc'd in 7/1/10	
23	0081D	ACTA	<b>Rte 84 Expressway - Fremont and Union City</b>								
		RIP	\$9,300	Con	14/15	Allocate Funds	6/30/15	G			G
24	2009N	Alameda	<b>Tinker Avenue Extension</b>								
		RIP	\$4,000	Con	07/08	Accept Contract	3/17/12	G	\$4M	Alloc'd 9/25/08 Contract Awd 3/17/09	G
25	2009P	BART	<b>Ala. Co. BART Station Renovation</b>								
		RIP	\$3,000	Con	07/08	Accept Contract	10/30/12	G	\$3M	Alloc'd 12/11/08 4-Mo Ext App'd June 09	G
		RIP	\$248	PSE	07/08				\$248	Alloc'd 9/5/07 Expend. Complete	
26	2009Y	BART	<b>Ashby BART Station Concourse/Elevator Imps</b>								
		RIP-TE	\$1,200	Con	07/08	Accept Contract	1/22/12	G	\$1,200	Alloc'd 6/26/08	G
27	2103	BART	<b>Oakland Airport Connector</b>								
		RIP	\$20,000	Con	10/11	Accept Contract	9/1/14	G		App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
28	2014U	GGBHTD	<b>SF Golden Gate Bridge Barrier</b>								
		RIP	\$12,000	Con	11/12	Allocate Funds	6/30/12	G			G
29	2009K	LAVTA	<b>Satellite Bus Operating Facility (Phases 1 &amp; 2)</b>								
		RIP	\$4,000	Con	11/12	Allocate Funds	6/30/12	G		Moved to Delivered List at Mar 2011 CTC	G
		RIP	\$1,500	Con	06/07	Final Invoice/Report	NA			Contract Accepted	
30	2100	MTC	<b>Planning, Programming and Monitoring<sup>2</sup></b>								
		RIP	\$113	Con	09/10	Complete Expend	6/30/12	G	\$113	Alloc'd 7/9/09	G
		RIP	\$114	Con	11/12	Allocate Funds	6/30/12	G			
		RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G			
		RIP	\$113	Con	10/11	Complete Expend	6/30/13	G	\$113	Alloc'd 7/1/10	
		RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G			
		RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G			
31	1022	Oakland	<b>Rte. 880 Access at 42nd Ave./High St., APD</b>								
		RIP	\$5,990	R/W	07/08	Complete Expend	2/29/12	G	\$5.990M	Alloc'd 12/13/07 20-Mo Ext App'd May	G
32	2100C1	Oakland	<b>MacArthur Transit Hub Improvement, 40th St</b>								
		RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA		Alloc App'd 7/26/07	G
33	2100E	Oakland	<b>7th St. / West Oakland TOD</b>								
		ARRA-TE	\$1,300	Con	09/10	Accept Contract	9/30/12	G	\$1,300	Obligated 8/5/09 Contract Awd 2009	G

## Notes:

- The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite the required activity and/or satisfy the requirement.
- PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

STIP At Risk Report Status Date: April 30, 2011  
 2010 STIP Locally-Sponsored Alameda County Projects

### 2010 STIP - Timely Use of Funds Provisions

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

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

### Zone Criteria

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

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six (6) to ten (10) months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	NA	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six (6) to twelve (12) months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA

#### Other Zone Criteria

<b>Yellow Zone</b>	STIP /TIP Amendment pending
<b>Red Zone</b>	Extension Request pending

**Notes:**





## Memorandum

**DATE:** April 27, 2011

**TO:** Programs and Projects Committee (PPC)

**FROM:** Matt Todd, Manager of Programming

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

### Recommendation

It is recommended the Commission approve the attached Federal STP/CMAQ Program At Risk Report, dated April 30, 2011. ACTAC is scheduled to consider this item on May 3<sup>rd</sup>.

### Summary

The report includes 50 locally-sponsored, federally-funded projects segregated by “zone.” Red zone projects are considered at a relatively high risk of non-compliance with the provisions of MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

### Information:

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

The report is intended to identify activities required to comply with the requirements set forth in MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy–Revised (as of July 23, 2008). Per Resolution 3606, the deadline to submit the request for authorization was February 1, 2011 and the obligation deadline is April 30, 2011 for projects programmed with funding in federal FY 2010/11.

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

### Attachment

Attachment A - Federal STP/CMAQ Program At Risk Report

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Federal At Risk Report

Status Date: April 30, 2011

Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects**

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone	
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity					
<b>1</b>	<b>ALA030002</b>	<b>Ala County</b>	<b>Ala County</b>	<b>Vasco Road Safety Imps. Phase 1A</b>	Con	07/08	Advertise Contract	Note 1	R	\$2,250 Obligated 8/31/10	R
							Award Contract	05/31/11	R		
							Submit First Invoice	08/31/11	G		
							Liquidate Funds	08/31/16	G		
<b>2</b>	<b>TBD</b>	<b>Ala County</b>	<b>Ala County</b>	<b>Marshall Elementary School Vicinity Improvements</b>	PE	09/10	Request Field Review	Note 1	R	Fed Safe Routes to School	R
							Submit Req for Auth	Note 1	R		
							Obligate Funds	Note 1	R		
<b>3</b>	<b>TBD</b>	<b>Ala. County</b>	<b>Ala. County</b>	<b>Fairview Elementary School Vicinity Improvements</b>	Con	11/12	Req Field Review	04/30/11	R	Fed Safe Routes to School	Y
							Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
<b>4</b>	<b>TBD</b>	<b>Ala. County</b>	<b>Ala. County</b>	<b>Install Traffic Signal and Provide Frontage Improvements (Castro Valley Blvd. and Wisteria St.)</b>	Con	11/12	Req Field Review	04/30/11	R	Hwy Safety Imp Program	Y
							Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
<b>5</b>	<b>TBD</b>	<b>Ala. County</b>	<b>Ala. County</b>	<b>Remove Permanent Obstacle along Shoulder (Foothill Road)</b>	Con	10/11	Obligate Funds	04/30/11	R	Hwy Safety Imp Program	Y
<b>6</b>	<b>ALA110039</b>	<b>Albany</b>	<b>Albany</b>	<b>Albany - Pierce Street Pavement Rehabilitation</b>	Con	10/11	Obligate Funds	04/30/11	R	App'd into TIP 1/6/11	R
<b>7</b>	<b>ALA110024</b>	<b>Dublin</b>	<b>Dublin</b>	<b>Dublin Citywide Street Resurfacing</b>	Con	11/12	Req Field Review	04/30/11	R	App'd into TIP 1/6/11	R
							Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
<b>8</b>	<b>ALA110018</b>	<b>Fremont</b>	<b>Fremont</b>	<b>Fremont Various Streets Pavement Rehabilitation</b>	Con	10/11	Advertise Contract	08/22/11	R	\$3,138 Obligated 2/22/11	R
							Award Contract	11/22/11	Y		
							Submit First Invoice	02/22/12	G		
							Liquidate Funds	02/22/17	G		
<b>9</b>	<b>TBD</b>	<b>Fremont</b>	<b>Fremont</b>	<b>Paseo Padre Parkway - Walnut to Washington</b>	PE	10/11	Submit First Invoice	05/18/11	R	Hwy Safety Imp Program	R
							Liquidate Funds	11/18/16	G		
							Submit Req for Auth	Note 1	R		
							Obligate Funds	04/30/11	R		

Federal At Risk Report

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Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects (cont.)**

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone									
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity													
10	TBD	Fremont		<b>Walnut Avenue from Fremont to Parkhurst &amp; Argonaut Way from Parkhurst to Mowry</b>															
											HSIP	\$518	PE	10/11	Request Field Review	Note 1	R	Hwy Safety Imp Program	R
															Submit Req for Auth	Note 1	R		
						Obligate Funds	Note 1	R											
11	TBD	Fremont		<b>Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)</b>															
			HSIP	\$164	Con	10/11	Obligate Funds	04/30/11	R	Hwy Safety Imp Program	Y								
12	TBD	Fremont		<b>Replace Concrete Poles with Aluminum in Median (Paseo Parkway)</b>															
			HSIP	\$264	Con	10/11	Obligate Funds	04/30/11	R	Hwy Safety Imp Program	Y								
13	ALA110019	Hayward		<b>Hayward Various Arterials Pavement Rehab</b>															
											STP	\$1,336	Con	10/11	Advertise Contract	08/23/11	R	\$1,336 Obligated 2/23/11	R
															Award Contract	11/23/11	Y		
															Submit First Invoice	02/23/12	G		
						Liquidate Funds	02/23/17	G											
14	TBD	Hayward		<b>Carlos Bee Blvd. between West Loop and Mission</b>															
											HSIP	\$653	Con	11/12	Req Field Review	04/30/11	R		NA
															Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G											
15	ALA110013	Livermore		<b>Iron Horse Trail Extension in Downtown Livermore</b>															
											CMAQ	\$1,566	Con	11/12	Req Field Review	04/30/11	R	App'd into TIP 1/6/11	Y
															Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G											
16	ALA110037	Livermore		<b>Livermore Village Streetscape Infrastructure</b>															
											CMAQ	\$2,500	Con	11/12	Req Field Review	04/30/11	R	App'd into TIP 1/6/11	Y
															Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G											
17	ALA110016	Newark		<b>Newark - Cedar Blvd and Jarvis Ave Pavement Rehab</b>															
											STP	\$682	Con	11/12	Req Field Review	04/30/11	R	App'd into TIP 1/6/11	Y
															Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G											
18	ALA110014	Oakland		<b>Oakland - MacArthur Blvd Streetscape</b>															
											CMAQ	\$1,700	Con	10/11	Obligate Funds	04/30/11	R	App'd into TIP 1/6/11 Request Pkg submitted	R
19	TBD	Oakland		<b>Multiple School (5 Schools) Improvements Along Major Routes</b>															
											SRTS	\$802	Con	11/12	Req Field Review	04/30/11	R	Fed Safe Routes to School	Y
															Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G											

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Federal At Risk Report  
 Federally-Funded Locally-Sponsored Alameda County Projects

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### Red Zone Projects (cont.)

Index	TIP ID	Sponsor		Project Title			Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
<b>20</b>	<b>ALA110021</b>	<b>Pleasanton</b>	<b>Pleasanton Various Streets Pavement Rehab</b>							
	STP	\$876	Con	10/11	Obligate Funds	04/30/11	R	App'd into TIP 1/6/11	R	
<b>21</b>	<b>ALA110031</b>	<b>Pleasanton</b>	<b>Pleasanton - Foothill/I-580/IC Bike/Ped Facilities</b>							
	CMAQ	\$709	Con	11/12	Req Field Review	04/30/11	R	App'd into TIP 1/6/11	R	
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
<b>22</b>	<b>ALA110010</b>	<b>Port</b>	<b>Shore Power Initiative</b>							
	CMAQ	\$3,000	Con	11/12	Req Field Review	04/30/11	R	App'd into TIP 12/30/10	Y	
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
<b>23</b>	<b>ALA110027</b>	<b>San Leandro</b>	<b>San Leandro Downtown-BART Pedestrian Interface</b>							
	CMAQ	\$312	PE	10/11	Submit First Invoice	06/21/11	R	\$312 Obligated 12/21/10	R	
					Liquidate Funds	12/21/16	G			
	CMAQ	\$4,298	Con	11/12	Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
<b>24</b>	<b>ALA110028</b>	<b>Union City</b>	<b>Union City Blvd Corridor Bicycle Imp. Phase 1</b>							
	CMAQ	\$860	Con	11/12	Req Field Review	04/30/11	R	App'd into TIP 1/6/11	Y	
					Submit Req for Auth	02/01/12	G			
					Obligate Funds	04/30/12	G			
<b>25</b>	<b>ALA110036</b>	<b>Union City</b>	<b>Union City BART East Plaza Enhancements</b>							
	CMAQ	\$4,450	Con	10/11	Advertise Contract	08/02/11	R	\$4,450 Obligated 2/2/11	R	
					Award Contract	11/02/11	Y			
					Submit First Invoice	02/02/12	G			
					Liquidate Funds	02/02/17	G			

### Yellow Zone Projects

Index	TIP ID	Sponsor		Project Title			Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
<b>26</b>	<b>ALA110009</b>	<b>ACCMA</b>	<b>Bike Repair and Encouragement Vehicle</b>							
	CMAQ	\$500	Con	10/11	Advertise Contract	09/29/11	Y	\$500 Obligated 3/29/11	R	
					Award Contract	12/29/11	Y	Obligated w/ALA110033		
					Submit First Invoice	03/29/12	G			
					Liquidate Funds	03/29/17	G			
<b>27</b>	<b>ALA110033</b>	<b>ACCMA</b>	<b>Alameda County Safe Routes to School</b>							
	CMAQ	\$2,289	Con	10/11	Award Contract	12/29/11	Y	RFP released 4/5/11	R	
	STP	\$400	Con	10/11				\$2,689 Obligated 3/29/11		
								Obligated w/ALA110009		
					Submit First Invoice	03/29/12	G			
					Liquidate Funds	03/29/17	G			

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Federal At Risk Report

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Federally-Funded Locally-Sponsored Alameda County Projects

**Yellow Zone Projects (cont.)**

Index	TIP ID	Sponsor		Project Title		Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
		Source	Prog'd Amount (\$x 1,000)	Phase	FY						
28	ALA110025	Alameda STP	\$837	Con	10/11	Alameda - Otis Drive Rehabilitation	Advertise Contract	09/08/11	Y	\$837 Obligated 3/8/11	R
							Award Contract	12/08/11	Y		
							Submit First Invoice	03/08/12	G		
							Liquidate Funds	03/08/17	G		
29	ALA090068	BART CMAQ	\$625	Con	10/11	MacArthur BART Plaza Remodel	Advertise Contract	09/16/11	Y	\$625 Obligated 3/16/11	NA
							Award Contract	12/16/11	Y		
							Submit First Invoice	03/16/12	G		
							Liquidate Funds	03/16/17	G		
30	ALA110007	Berkeley CMAQ	\$1,990	PE	10/11	City of Berkeley Transit Action Plan - TDM	Submit First Invoice	08/22/11	Y	\$1,990 Obligated 2/22/11	R
							Liquidate Funds	02/22/17	G		
							Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
31	ALA110012	Fremont CMAQ	\$540	Con	10/11	Fremont CBD/Midtown Streetscape	Advertise Contract	10/13/11	Y	\$540 Obligated 4/13/11	R
							Award Contract	01/13/12	Y		
							Submit First Invoice	04/13/12	G		
							Liquidate Funds	04/13/17	G		
32	ALA110022	Berkeley STP	\$955	Con	10/11	Berkeley - Sacramento St Rehab - Dwight to Ashby	Advertise Contract	09/18/11	Y	\$955 Obligated 3/18/11	R
							Award Contract	12/18/11	Y		
							Submit First Invoice	03/18/12	G		
							Liquidate Funds	03/18/17	G		
33	ALA110035	Hayward CMAQ	\$536	PE	10/11	South Hayward BART Area/Dixon Street Streetscape	Submit First Invoice	07/18/11	Y	\$536 Obligated 1/18/11	R
							Liquidate Funds	01/18/17	G		
							Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
34	ALA110015	Livermore CMAQ	\$176	Con	10/11	Livermore Downtown Lighting Retrofit	Advertise Contract	10/04/11	Y	\$176 Obligated 4/4/11	R
							Award Contract	01/04/12	Y		
							Submit First Invoice	04/04/12	G		
							Liquidate Funds	04/04/17	G		

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Federal At Risk Report  
 Federally-Funded Locally-Sponsored Alameda County Projects

Status Date: April 30, 2011

### Green Zone Projects (cont.)

Index	TIP ID	Sponsor		Project Title			Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
41	TBD	Ala. County		Patterson Pass Road Widen or Improve Shoulder						
		HRRR	\$717	Con	12/13	Req Field Review	04/30/12	G	High Risk Rural Roads	G
						Submit Req for Auth	02/01/13	G		
					Obligate Funds	04/30/13	G			
42	ALA110030	Albany		Albany - Buchanan Bicycle and Pedestrian Path						
		CMAQ	\$1,702	Con	11/12	Submit Req for Auth	02/01/12	G	App'd into TIP 1/6/11	Y
						Obligate Funds	04/30/12	G		
43	ALA090068	BART		MacArthur BART Plaza Remodel						
		CMAQ	\$626	Con	10/11				\$626 Obligated 3/16/11 Transfer to FTA Grant	R
44	ALA110032	BART		Downtown Berkeley BART Plaza/Transit Area Imps.						
		CMAQ	\$706	PE	10/11				\$706 Obligated 3/16/11	R
		CMAQ	\$1,099	Con	10/11				\$1,099 Obligated 3/16/11	
									Transfer to FTA Grant	
45	ALA110038	BART		BART - West Dublin BART Station Ped Access Imps						
		CMAQ	\$21	PE	10/11				\$21 Obligated 2/2/11	R
		CMAQ	\$839	Con	10/11				\$839 Obligated 2/2/11 Transfer to FTA Grant	
46	ALA110034	Dublin		West Dublin BART Golden Gate Drive Streetscape						
		CMAQ	\$67	PE	10/11	Submit First Invoice	09/18/11	G	\$67 Obligated 3/18/11	R
						Liquidate Funds	03/18/17	G		
		CMAQ	\$580	Con	11/12	Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			
47	ALA110029	Oakland		Oakland Foothill Blvd Streetscape						
		CMAQ	\$2,200	Con	11/12	Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			
48	TBD	Oakland		Multiple School (5 Elem. + 1 Middle) Vicinity Improvements						
		SRTS	\$638	Con	10/11	Submit First Invoice	11/22/11	G	Obligated 11/22/10	Y
					Liquidate Funds	11/22/16	G			
49	TBD	Oakland		West Grand at Market, Macarthur at Fruitvale & Market at 55th						
		HSIP	\$223	Con	11/12	Submit Req for Auth	02/01/12	G	Hwy Safety Imp Program	R
					Obligate Funds	04/30/12	G			
50	TBD	Oakland		Various Intersections						
		HSIP	\$81	Con	11/12	Submit Req for Auth	02/01/12	G	Hwy Safety Imp Program	R
					Obligate Funds	04/30/12	G			

**Notes:**

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



Federal At Risk Report  
 Federally-Funded Locally-Sponsored Alameda County Projects

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<b>Appendix A</b>			
<b>Federal At Risk Report Zone Criteria</b>			
<b>Required Activities per Resolution 3606 (Revised July 23, 2008)</b>			
<b>Required Activities Monitored by CMA<sup>1</sup></b>	<b>Criteria Timeframes for Required Activities</b>		
	<b>Red Zone</b>	<b>Yellow Zone</b>	<b>Green Zone</b>
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months		All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
<b>Other Zone Criteria</b>			
<b>Red Zone</b>	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.		
<b>Yellow Zone</b>	Projects with an Amendment to the TIP pending.		
<b>Notes:</b> <sup>1</sup> See Appendix B for more information about the Required Activities and Resolution 3606.			

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<b>Appendix B</b>		
<b>Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)</b>		
Index	Definition	Deadline
<b>1</b>	<b>Req Proj Field Rev</b>	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP <sup>1</sup> , but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."	12 months from approval in the TIP <sup>1</sup> , but no less than 12 months prior to the obligation deadline of construction funds.
<b>2</b>	<b>Sub ENV package</b>	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."	12 months prior to the obligation deadline for RW or Con funds. (No change)
<b>3</b>	<b>Approved DBE Prog</b>	
	Per MTC Resolution 3606-Revised, "Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds."	Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.
<b>4</b>	<b>Sub Req for Auth</b>	
	Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."	February 1 of FY in which funds are programmed in the TIP.

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

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

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

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

**Notes:**

<sup>1</sup> Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval.

<sup>2</sup> Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.

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**Appendix C****Date of Most Recent Invoice on Record at Alameda CTC**

Project Sponsors are required to submit an invoice at least once every six months following obligation for each phase for which federal funds have been obligated (per MTC Resolution 3606 - Revised 7/23/08), with the exception of the first invoice for the construction phase which must be submitted within 12 months following obligation. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de obligation by FHWA.

Project Sponsors are requested to provide the Alameda CTC with copies of excerpts from invoices showing the invoice number, date, amount, and the signature of the agency representative (i.e. the Alameda CTC does not need copies of the entire invoice package).

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months <sup>1</sup> Since Most Recent Invoice on Record at CMA
C1	ALA070042/ ACCMA I-880 SB HOV Lane	CMAQ	\$6,979	PE	07/08	12/19/07	4/28/10	Note 2
		STP	\$801	PE	09/10	9/21/10	3/18/11	2
C2	ALA010032/ ACCMA I-580 San Leandro Estudillo Noise Barrier	STP	\$7,262	Con	08/09	3/27/09	4/11/11	1
C3	ALA050018/ ACCMA Grand/MacArthur Bus Improvements	CMAQ	\$500	Con	06/07	5/22/08	9/7/10	8
C4	ALA030002/ Ala. County Vasco Road Safety Imps., Phase 1	STP	\$3,900	R/W	04/05	6/29/05	11/26/07	Note 2
			\$9,350	Con	07/08	6/20/08	5/27/10	12
C5	ALA050072/ Ala. County Castro Vly Blvd. Rehab - Foothill to Stanton	STP	\$83	PSE	06/07	6/26/07	5/6/10	Note 2
			\$758	Con	08/09	7/23/09	5/6/10	12
C6	ALA070040/ Ala. County Hampton Rd Streetscape Improvement	CMAQ	\$2,999	Con	08/09	6/17/09	6/23/10	11
C7	ALA050082/ Dublin East Dublin BART Station Corridor Enhancements	CMAQ	\$2,587	Con	08/09	3/9/09	3/16/10	14
		CMAQ	\$489	PE	06/07	4/12/07	3/16/10	Note 2
C8	ALA070037/Fremont Bay Street Streetscape and Parking Project	CMAQ	\$1,570	Con	08/09	1/21/09	1/14/2010	16
C9	ALA070038/ Livermore Downtown Ped Transit Connection	CMAQ	\$140	PE	07/08	11/16/07	5/10/10	Note 2
			\$1,060	Con	08/09	3/30/09	5/10/10	12
C10	ALA070059/ Livermore Downtown Pedestrian Improvements	CMAQ	\$845	Con	08/09	4/8/09	7/26/10	10
C11	ALA050021/ Oakland Oakland Street Resurfacing Program	STP	\$825	Con	05/06	6/21/06	9/23/10	8
C12	ALA050023/ Oakland Rehabilitation on Various Streets	STP	\$1,573	Con	05/06	6/21/06	6/9/10	Note 2
		STP	\$2,486	Con	07/08	4/11/08	6/9/10	11
C13	ALA050039/ Oakland MacArthur Transit Hub Imps	CMAQ	\$200	PE	05/06	3/30/06	2/26/10	Note 2
		CMAQ	\$996	Con	06/07	3/20/07	10/12/10	7
C14	ALA050080/ Oakland 7th St., W. Oakland Transit Villiage Imps.	CMAQ	\$320	PE	07/08	11/5/07	04/02/10	13
		STP	\$2,330	Con	08/09	8/5/09	6/15/10	11
		ARRA	\$1,300	Con		8/5/09	6/15/10	11
C15	ALA070011 Oakland 66th Ave. Streetscape Improvement Project	CMAQ	\$1,230	Con	08/09	3/30/09	4/25/11	1
C16	ALA070027 Oakland W. Oakland Bay Trail: Mandela Pkwy	CMAQ	\$770	Con	06/07	3/19/07	7/16/10	10
C17	ALA070039 Oakland Oakland Waterfront Bay Trail	CMAQ	\$899	Con	07/08	4/16/08	9/22/10	8

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**Appendix C****Date of Most Recent Invoice on Record at Alameda CTC**

Project Sponsors are required to submit an invoice at least once every six months following obligation for each phase for which federal funds have been obligated (per MTC Resolution 3606 - Revised 7/23/08), with the exception of the first invoice for the construction phase which must be submitted within 12 months following obligation. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

Project Sponsors are requested to provide the Alameda CTC with copies of excerpts from invoices showing the invoice number, date, amount, and the signature of the agency representative (i.e. the Alameda CTC does not need copies of the entire invoice package).

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months <sup>1</sup> Since Most Recent Invoice on Record at CMA
<b>C18</b>	<b>ALA050069/ San Leandro</b> Washington Ave Rehab - Creek to I-880	STP	\$49	PE	06/07	3/5/07	5/7/09	Note 2
			\$442	Con	07/08	5/7/08	8/9/10	<b>9</b>
<b>C19</b>	<b>ALA050078/ San Leandro</b> Bay Trail Bridge at Oyster Bay Slough	CMAQ	\$750	Con	08/09	12/19/08	3/8/10	<b>14</b>
<b>C20</b>	<b>ALA070048/ San Leandro</b> San Leandro ATMS Upgrade	CMAQ	\$184	Con	07/08	4/2/08	12/13/10	5
<b>C21</b>	<b>ALA050070/ Union City</b> Alvarado-Niles Pavement Rehabilitation	STP	\$5	PE	07/08	4/4/08	1/6/09	Note 2
		STP	\$421	Con	08/09	1/21/09	9/14/2009	<b>20</b>

- Notes:**
- <sup>1</sup> Partial months are rounded up to full months ( i.e. 4 months and 1 day = 5 months).
  - <sup>2</sup> The programmed amount for this phase has been fully invoiced.
  - <sup>3</sup> Final Invoice submitted by Sponsor.

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**Appendix D****Projects with Liquidate Funds as the Next Required Activity****Or with Funds Obligated for Transfer to FTA**

Most projects are completed in advance of the "Liquidate Funds" deadline which is six years following obligation. When Liquidate Funds becomes the next required activity being tracked by the Alameda CTC monitoring team, the monitoring team is dependent on the project sponsor to submit documentation when the project is complete. If the sponsor does not submit anything to the Alameda CTC when the project is completed, the monitoring program will track the project until the Liquidate Funds deadline. In order to keep the number of projects in the "Zone" sections of the report to a minimum, projects for which Liquidate Funds is the next required activity will be moved to Appendix D. If the project monitoring team receives documentation that the project has been closed out in the federal aid system, the project will be shown as completed in the next report and then removed from the report in subsequent reports. If the project monitoring team does not receive any documentation about project closeout, the Liquidate Funds requirement will move the project into the Yellow Zone and subsequently the Red Zone in accordance with Appendix A. Projects with funds obligated for transfer to FTA are treated in a similar fashion, however the project monitoring team does not track activities required by FTA Grant Agreements.

Index	TIP ID	Sponsor	Project Title			Date Req'd By	Zone	Notes
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity			
<b>D1</b>	<b>ALA010034</b>	<b>AC Transit</b>	<b>Maintenance Facilities Upgrade</b>					
	STP	\$4,000	Con	07/08			Obligated for Transfer to FTA Grant	
<b>D2</b>	<b>ALA010063</b>	<b>AC Transit</b>	<b>Acquire 416 Bus Catalyst Devices</b>					
	CMAQ	\$68	Con	04/05			Obligated for Transfer to FTA Grant	
<b>D3</b>	<b>ALA050017</b>	<b>AC Transit</b>	<b>Enhanced Bus - Telegraph/Int'l/East 14th</b>					
	CMAQ	\$35,000	Con	08/09			Obligated for Transfer to FTA Grant	
<b>D4</b>	<b>ALA070047</b>	<b>AC Transit</b>	<b>Travel Choice -Berkeley</b>					
	CMAQ	\$216	Con	07/08			Obligated for Transfer to FTA Grant	
<b>D5</b>	<b>ALA070055</b>	<b>AC Transit</b>	<b>Bike Racks for New Buses</b>					
	CMAQ	\$100	Con	07/08			Obligated for Transfer to FTA Grant	
<b>D6</b>	<b>ALA010032</b>	<b>ACCMA</b>	<b>I-580 San Leandro Estudillo Noise Barrier</b>					
	STP	\$7,262	Con	08/09	Liquidate funds	03/27/15	G \$7,262 Obligated 3/27/09 Contract Awd 5/28/09	
<b>D7</b>	<b>ALA050018</b>	<b>ACCMA</b>	<b>Grand/MacArthur Bus Improvements</b>					
	CMAQ	\$500	Con	06/07	Liquidate Funds	05/22/14	G \$500 Obligated 5/22/08	
<b>D8</b>	<b>ALA050036</b>	<b>ACCMA</b>	<b>SMART Corridors Operations &amp; Management</b>					
	CMAQ	\$283	Con	06/07	Liquidate Funds	01/27/15	G \$283 Obligated 1/27/09	
	STP	\$135	Con	05/06	Liquidate Funds	09/07/12	G \$135 Obligated 9/7/06	
	CMAQ	\$518	Con	07/08	Liquidate Funds	07/03/14	G \$518 Obligated 7/3/08	
<b>D9</b>	<b>ALA070020</b>	<b>ACCMA</b>	<b>I-580 (Tri-Valley) Corridor - EB HOV/HOT Lanes</b>					
	I-580 EB HOT Conversion							
	ARRA	\$7,500	PE		Liquidate Funds	11/27/15	G Contract Awarded 3/25/10 \$7.5M Obligated 11/27/09 System Integrator in PE2	
	I-580 EB HOV/HOT Lanes							
	CMAQ	\$6,161	Con	08/09	Liquidate Funds	04/09/15	G \$6,161 Obligated 12/19/08 Funds De-Obligated 2/4/09 Re-Obligated 4/9/09 Caltrans Adminstering Funds	

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**Appendix D (cont.)****Projects with Liquidate Funds as the Next Required Activity  
Or with Funds Obligated for Transfer to FTA**

Most projects are completed in advance of the "Liquidate Funds" deadline which is six years following obligation. When Liquidate Funds becomes the next required activity being tracked by the Alameda CTC monitoring team, the monitoring team is dependent on the project sponsor to submit documentation when the project is complete. If the sponsor does not submit anything to the Alameda CTC when the project is completed, the monitoring program will track the project until the Liquidate Funds deadline. In order to keep the number of projects in the "Zone" sections of the report to a minimum, projects for which Liquidate Funds is the next required activity will be moved to Appendix D. If the project monitoring team receives documentation that the project has been closed out in the federal aid system, the project will be shown as completed in the next report and then removed from the report in subsequent reports. If the project monitoring team does not receive any documentation about project closeout, the Liquidate Funds requirement will move the project into the Yellow Zone and subsequently the Red Zone in accordance with Appendix A. Projects with funds obligated for transfer to FTA are treated in a similar fashion, however the project monitoring team does not track activities required by FTA Grant Agreements.

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity			
<b>D10</b>	<b>ALA070041</b>	<b>ACCMA</b>	<b>I-80 Integrated Corridor Mobility</b>						
	CMAQ	\$3,243	PE	07/08	Liquidate funds	07/10/14	G	\$3,243 Obligated 7/10/08	
<b>D11</b>	<b>ALA070042</b>	<b>ACCMA</b>	<b>I-880 SB HOV Lanes -Marina to Hegenberger</b>						
	CMAQ	\$6,979	PE	07/08 08/09	Liquidate funds	12/19/13	G	\$4M obligated 12/19/07 STP to CMAQ 4/18/08 \$2.781M added 4/15/09 \$198 of STP to CMAQ	
	CMAQ	\$801	PE	09/10	Liquidate funds	12/19/13	G	\$801 Obligated 9/21/10	
<b>D12</b>	<b>ALA050009</b>	<b>ACTIA</b>	<b>I-580 Castro Valley Interchange Improvements</b>						
	STP	\$1,000	Con	07/08	Liquidate Funds	04/28/14	G	\$1,000 Obligated 4/28/08	
<b>D13</b>	<b>ALA070025</b>	<b>Alameda</b>	<b>City of Alameda Signal Coordination</b>						
	CMAQ	\$59	Con	06/07	Liquidate Funds	05/31/13	G	\$59 Obligated 5/31/07 Force Account	
<b>D14</b>	<b>ALA070049</b>	<b>Alameda</b>	<b>Signal Coordination: 8th St, Otis Dr., &amp; Park St.</b>						
	CMAQ	\$138	Con	07/08	Liquidate Funds	04/18/14	G	\$138 Obligated 4/18/08	
<b>D15</b>	<b>ALA030002</b>	<b>Ala County</b>	<b>Vasco Road Safety Imps. Phase 1</b>						
	STP	\$9,350	Con	07/08	Liquidate Funds	06/20/14	G	\$9,350 Obligated 6/20/08 Contract Awarded 7/29/08	
	STP	\$3,900	R/W	04/05	Liquidate Funds	06/29/11	G	\$3,900 Obligated 6/29/05 R/W Phase drawn down	
<b>D16</b>	<b>ALA050072</b>	<b>Ala County</b>	<b>Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.</b>						
	STP	\$758	Con	08/09	Liquidate Funds	07/23/15	G	\$758 Obligated 7/23/09 advertised 8/7/09	
	STP	\$83	PSE	06/07	Liquidate Funds	06/26/13	G	\$83 Obligated 6/26/07	
<b>D17</b>	<b>ALA070040</b>	<b>Ala County</b>	<b>Hampton Rd Streetscape Improvement</b>						
	CMAQ	\$2,999	Con	08/09	Liquidate Funds	06/17/15	G	\$2,999 Obligated 6/17/09	

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Federally-Funded Locally-Sponsored Alameda County Projects

**Appendix D (cont.)****Projects with Liquidate Funds as the Next Required Activity  
Or with Funds Obligated for Transfer to FTA**

Most projects are completed in advance of the "Liquidate Funds" deadline which is six years following obligation. When Liquidate Funds becomes the next required activity being tracked by the Alameda CTC monitoring team, the monitoring team is dependent on the project sponsor to submit documentation when the project is complete. If the sponsor does not submit anything to the Alameda CTC when the project is completed, the monitoring program will track the project until the Liquidate Funds deadline. In order to keep the number of projects in the "Zone" sections of the report to a minimum, projects for which Liquidate Funds is the next required activity will be moved to Appendix D. If the project monitoring team receives documentation that the project has been closed out in the federal aid system, the project will be shown as completed in the next report and then removed from the report in subsequent reports. If the project monitoring team does not receive any documentation about project closeout, the Liquidate Funds requirement will move the project into the Yellow Zone and subsequently the Red Zone in accordance with Appendix A. Projects with funds obligated for transfer to FTA are treated in a similar fashion, however the project monitoring team does not track activities required by FTA Grant Agreements.

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity			
<b>D18</b>	<b>ALA050065</b>	<b>BART</b>	<b>Ed Roberts Campus</b>						
	CMAQ		\$2,000	Con	07/08			Obligated for Transfer to FTA Grant 8/1/08	
<b>D19</b>	<b>ALA070034</b>	<b>BART</b>	<b>Ashby BART Station / Ed Roberts Campus</b>						
	CMAQ		\$1,386	Con	08/09			Obligated for Transfer to FTA Grant 8/1/08	
<b>D20</b>	<b>ALA070051</b>	<b>BART</b>	<b>BART Station Electronic Bike Lockers, Phase 2</b>						
	CMAQ		\$130	Con	08/09			Obligated for Transfer to FTA Grant 7/14/09	
<b>D21</b>	<b>ALA050073</b>	<b>Berkeley</b>	<b>University Ave Reconstruction</b>						
	STP		\$630	Con	08/09	Liquidate funds	02/05/15	NA	Final Invoiced Paid 3/22/10 G
<b>D22</b>	<b>ALA050059</b>	<b>Caltrans</b>	<b>SR 13 Median Landscaping</b>						
	STP		\$500	Con	06/07	Liquidate Funds	05/15/13	G	\$400 Obligated 5/15/07 G
	STP		\$100	Con	08/09	Liquidate Funds	01/13/15	G	\$100 Obligated 1/13/09
<b>D23</b>	<b>ALA050082</b>	<b>Dublin</b>	<b>East Dublin BART Station Corridor Enhancements</b>						
	CMAQ		\$2,587	Con	08/09	Liquidate Funds	03/09/15	G	Contract Awarded 5/19/09 G \$2,587 Obligated 3/9/09 Combined w/ALA050083
	CMAQ		\$489	PE	06/07	Liquidate Funds	04/12/13	G	\$489 Obligated 4/12/07
<b>D24</b>	<b>ALA050022</b>	<b>Fremont</b>	<b>Rehab on Various Sts</b>						
	STP		\$2,172	Con	05/06	Liquidate Funds	06/13/12	G	\$2,172 Obligated 6/13/06
	STP		\$2,850	Con	06/07	Liquidate Funds	05/30/13	G	\$2,850 Obligated 5/30/07
<b>D25</b>	<b>ALA070037</b>	<b>Fremont</b>	<b>Bay Street Streetscape and Parking Project</b>						
	CMAQ		\$1,570	Con	08/09	Liquidate Funds	01/21/15	G	\$1,570 Obligated 1/21/09 G
<b>D26</b>	<b>ALA070050</b>	<b>Fremont</b>	<b>Mowry Ave Arterial Management</b>						
	CMAQ		\$419	Con	07/08	Liquidate Funds	09/15/14	G	\$419 Obligated 9/15/08 G
<b>D27</b>	<b>ALA050025</b>	<b>Hayward</b>	<b>Hesperian Blvd Rehab</b>						
	STP		\$713	Con	05/06	Liquidate Funds	06/27/12	G	\$713 Obligated 6/27/06
	STP		\$8	Env	05/06	Liquidate Funds	02/15/12	G	\$8 Obligated 2/15/06

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Federally-Funded Locally-Sponsored Alameda County Projects

**Appendix D (cont.)****Projects with Liquidate Funds as the Next Required Activity  
Or with Funds Obligated for Transfer to FTA**

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Index	TIP ID	Sponsor	Project Title			Date	Zone	Notes
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Req'd By		
<b>D28</b>	<b>ALA050056</b>	<b>Hayward</b>	<b>West A Street Rehab</b>					
	STP	\$117	Con	05/06	Liquidate Funds	06/27/12	G	\$117 Obligated 6/27/06
	STP	\$5	Env	05/06	Liquidate Funds	02/15/12	G	\$5 Obligated 2/15/06
<b>D29</b>	<b>ALA050071</b>	<b>Hayward</b>	<b>Rehab on Various Streets (Arterial Pavement Rehab)</b>					
	STP	\$776	Con	07/08	Liquidate Funds	03/26/14	G	\$835 Obligated 3/26/08
	STP	\$104	PE	06/07	Liquidate Funds	04/03/13	G	\$104 Obligated 4/3/07 E-76 Rev to \$45 3/26/08
<b>D30</b>	<b>ALA030015</b>	<b>LAVTA</b>	<b>Acquire 25 Bus Catalyst Devices</b>					
	CMAQ	\$175	Con	04/05				Obligated for Transfer to FTA Grant
<b>D31</b>	<b>ALA030017</b>	<b>LAVTA</b>	<b>Exp. Bus –Route 70 &amp; Subscript. Routes</b>					
	CMAQ	\$89	Con	04/05				Obligated for Transfer to FTA Grant
<b>D32</b>	<b>ALA070028</b>	<b>LAVTA</b>	<b>ACE Station Shuttle Services</b>					
	CMAQ	\$88	Con	06/07				Obligated for Transfer to FTA Grant
<b>D33</b>	<b>ALA070029</b>	<b>LAVTA</b>	<b>E. Dublin/ Pleasanton BART Station Shuttle</b>					
	CMAQ	\$102	Con	06/07				Obligated for Transfer to FTA Grant
<b>D34</b>	<b>ALA050054</b>	<b>Livermore</b>	<b>East Ave Rehab (Hillcrest to Loyola)</b>					
	STP	\$158	Con	05/06	Liquidate Funds	05/01/12	G	\$158 Obligated 5/1/06
<b>D35</b>	<b>ALA050024</b>	<b>Livermore</b>	<b>South Vasco Rd Rehab</b>					
	STP	\$300	Con	05/06	Liquidate Funds	05/01/12	G	\$300 Obligated 5/1/06
<b>D36</b>	<b>ALA050068</b>	<b>Livermore</b>	<b>Murrieta Blvd Pavement Rehabilitation</b>					
	STP	\$486	Con	06/07	Liquidate Funds	04/27/13	G	Final Invoice Sub'd 1/17/07
<b>D37</b>	<b>ALA070038</b>	<b>Livermore</b>	<b>Downtown Livermore Ped Transit Connection</b>					
	CMAQ	\$1,060	Con	08/09	Liquidate Funds	03/30/15	G	\$888 Obligated 3/30/09 Contract Awarded 7/13/09
	CMAQ	\$140	PE	07/08	Liquidate Funds	11/16/13	G	\$140 obligated 11/16/07

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### Appendix D (cont.)

#### Projects with Liquidate Funds as the Next Required Activity Or with Funds Obligated for Transfer to FTA

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Index	TIP ID Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase FY		Req'd Activity	Date Req'd By	Zone	Notes	
D38	ALA070059 CMAQ	Livermore \$845	Downtown Pedestrian Improvements Con 08/09		Liquidate Funds	04/08/15	G	\$845 Obligated 4/8/09 Contract Awd 10/12/09	
D39	ALA010021 STP	Oakland \$825	City of Oakland Street Resurfacing Program Con 05/06		Liquidate Funds	06/21/12	G	\$825 Obligated 6/21/06	
D40	ALA030007	Oakland \$89	Coliseum Transit Hub (San Leandro St. btwn 73rd & 66th Ave) Con 06/07		Liquidate Funds	01/17/13	G	\$89K Obligated 1/17/07 CE determination 5/26/04	
D41	ALA050023 STP	Oakland \$2,486	Rehab on Various Sts Con 07/08		Liquidate Funds	04/11/14	G	\$2,486 Obligated 4/11/08 Contract Awd 1/6/09	G
	STP	\$1,573	Con 05/06		Liquidate Funds	06/21/12	G	\$1,573 Obligated 6/21/06	
D42	ALA050039 CMAQ	Oakland \$996	MacArthur Transit Hub Improvement Project Con 06/07 07/08		Liquidate Funds	03/30/13	G	\$681 Obligated 3/30/07 \$215 Obligated 9/5/07 \$100 Obligated 6/11/08	G
	CMAQ	\$200	PE 05/06		Liquidate Funds	03/30/12	G	\$200 Obligated 3/30/06	
D43	ALA050080 ARRA-TE	Oakland \$1,300	7th St, W. Oakland Transit Village Imps Con					\$1,300 Obligated 8/5/09	G
	STP	\$2,330	Con 08/09		Liquidate Funds	08/05/15	G	\$2,330 Obligated 1/21/09 Re-Obligated 8/5/09	
					Liquidate Funds	08/05/15	G	Contract Awarded 12/8/09	
	CMAQ	\$320	PE 07/08		Liquidate Funds	11/05/13	G	\$320 Obligated 11/5/07	
D44	ALA070011 CMAQ	Oakland \$1,230	66th Avenue Streetscape Improvement Project Con 08/09		Liquidate Funds	03/30/15	G	\$1,230 Obligated 3/30/09	
D45	ALA070027 CMAQ	Oakland \$770	W. Oakland Bay Trail: Mandela Pkwy & 8th Street Con 06/07		Liquidate Funds	03/19/13	G	\$770 Obligated 3/19/07	

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Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity			
<b>D46</b>	<b>ALA070039</b>	<b>Oakland</b>	<b>Oakland</b>	<b>Oakland Waterfront Bay Trail</b>					
	CMAQ	\$899	Con	07/08	Liquidate Funds	04/16/14	G	\$599 Obligated 4/16/08 \$300 Obligated 7/11/08	
<b>D47</b>	<b>ALA050026</b>	<b>San Leandro</b>	<b>San Leandro</b>	<b>Washington Ave Rehab</b>					
	STP	\$445	Con	05/06	Liquidate Funds	03/24/12	G	\$455 Obligated 3/24/06	
<b>D48</b>	<b>ALA050055</b>	<b>San Leandro</b>	<b>San Leandro</b>	<b>Floresta Blvd Street Rehab</b>					
	STP	\$185	Con	05/06	Liquidate Funds	03/24/12	G	\$185 Obligated 3/24/06	
<b>D49</b>	<b>ALA070030</b>	<b>San Leandro</b>	<b>San Leandro</b>	<b>Traffic Signal System Improvements</b>					
	CMAQ	\$100	Con	06/07	Liquidate Funds	04/30/13	G	\$100 Obligated 4/30/07	
<b>D50</b>	<b>ALA050069</b>	<b>San Leandro</b>	<b>San Leandro</b>	<b>Washington Ave Rehab -San Lorenzo Creek to I-880 O/C</b>					
	STP	\$442	Con	07/08	Liquidate Funds	05/07/14	G	\$442 Obligated 5/7/08	
	STP	\$49	PE	06/07	Liquidate Funds	03/05/13	G	\$49 Obligated 3/5/07	
<b>D51</b>	<b>ALA050078</b>	<b>San Leandro</b>	<b>San Leandro</b>	<b>Bay Trail Bridge at Oyster Bay Slough</b>					
	CMAQ	\$750	Con	08/09	Liquidate funds	12/19/14	G	\$750 Obligated 12/19/08	
<b>D52</b>	<b>ALA070048</b>	<b>San Leandro</b>	<b>San Leandro</b>	<b>San Leandro ATMS Upgrade</b>					
	CMAQ	\$184	Con	07/08	Liquidate Funds	04/02/14	G	\$184 Obligated 4/2/08 Force Account	
<b>D53</b>	<b>ALA990015</b>	<b>Union City</b>	<b>Union City</b>	<b>UC Intermodal Station</b>					
	CMAQ	\$124	Con	07/08				Obligated for Transfer to FTA Grant 2/6/08	
	CMAQ	\$1,702	Con	07/08				Obligated for Transfer to FTA Grant 1/25/08	
	CMAQ	\$3,024	Con	05/06				Obligated for Transfer to FTA Grant 7/10/06	

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## Memorandum

**DATE:** April 27, 2011  
**TO:** Programs and Projects Committee (PPC)  
**FROM:** Matt Todd, Manager of Programming  
**SUBJECT:** Approval of CMA Exchange Program Quarterly Status Report

### Recommendation

It is recommended the Commission approve the CMA Exchange Program Quarterly Status Report, dated April 30, 2011. ACTAC is scheduled to consider this item on May 3<sup>rd</sup>.

### Information

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange.

Since the January 2011 Status Report, a total of \$3,796,701 in exchange revenue has been received from the following exchanges:

- 1) \$2,147,545 from ACTIA I-580 Castro Valley Interchange Improvements (CMA Exchanges 16 & 17).
- 2) \$1,649,156 from the AC Transit Bus Component Rehab (CMA Exchange 15).

### Attachment

Attachment A – CMA Exchange Program Quarterly Status Report

**CMA Exchange Projects - Quarterly Status Report**  
**Status Date: April 30, 2011**

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 4/14/2011)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status <sup>1</sup>	Notes
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E	
2	Ex 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E	
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E	
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 6,378,000	\$ -	Done	E	
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 7,531,000		\$ 7,531,000	12/31/15	D	
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/10	D	
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	12/31/10	E	
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000	\$ 1,147,545	\$ 152,455	12/31/10	E	
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E	
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E	
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E	
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E	
16	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 1,813,153	\$ 7,500,847	12/31/10	E	
				<b>Totals:</b>	<b>\$ 78,632,180</b>	<b>\$ 61,944,028</b>	<b>\$ 16,688,152</b>			

Notes:  
<sup>1</sup> E = Agreement Executed  
A = Agreement Amendment in Process  
D = Agreement Draft Form  
N = Agreement Not Initiated



## Memorandum

**DATE:** April 27, 2011

**TO:** Programs and Projects Committee (PPC)

**FROM:** Jacki Taylor, Programming Liaison

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

### Recommendation

It is recommended the Commission approve the TFCA At Risk Report, dated April 30, 2011. ACTAC is scheduled to consider this item on May 3<sup>rd</sup>.

### Summary

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into “Red”, “Yellow”, and “Green” zones based on upcoming project delivery milestones. For this reporting cycle, all projects are in the report’s “Green Zone”.

### Information

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into “Red”, “Yellow”, and “Green” zones based on upcoming project delivery milestones. For this reporting cycle, all 25 active projects are listed under the report’s “Green Zone” and do not have required activities due for eight months or more. There are no “Red” or “Yellow” Zone projects for this report. As noted at the end of the report, LAVTA’s Route 10 Transit Signal Priority project, 08ALA11, has been completed and will be removed from the next report.

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

A request for project status information for use in the Alameda CTC’s TFCA semi-annual report was distributed to TFCA sponsors on April 12<sup>th</sup> and responses were requested by April 28<sup>th</sup>. Any responses remaining to be received as of May 3<sup>rd</sup> will be noted at the meeting.

### Attachment

Attachment A – TFCA Program Manager Fund At Risk Report

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

Report Date: April 30, 2011

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
<b>GREEN ZONE (Milestone deadline beyond 7 months)</b>							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures not complete Expenditure deadline Dec '11 (2nd extension appv'd 10/28/10) FMR Due Mar '12
			\$ 275,405.00	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Mar '12
			\$ 420,000.00	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 229,015.97	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Mar '12
			\$ 66,500.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Mar '12
			\$ 247,316.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice received Jan'11 FMR Due Feb '13 (2-year post-project reporting required)
			\$ 174,493.00	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ 149,650.83	FMR	Feb-13		
			Expend Deadline Met?	12/22/10	Yes		
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 400,000.00	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 192,093.98	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 170,000.00	Project Start	Mar-10	Apr-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 141,876.00	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 46,887.00	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA05	Fremont	South Fremont Arterial Management	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 232,000.00	Project Start	Jan-10	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 155,075.95	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 350,000.00	Project Start	Sep-09	Nov '09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 280,000.00	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 90,746.92	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			



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

Report Date: April 30, 2011

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
<b>GREEN ZONE (Milestone deadline beyond 7 months), continued</b>							
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 96,000.00	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 110,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 100,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 210,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 614,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 166,880.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 90,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 52,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA08	AC Transit	TravelChoice- New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 165,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 2,583.00	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 96,860.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 60,380.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 37,406.46	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			

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

Report Date: April 30, 2011

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
<b>GREEN ZONE (Milestone deadline beyond 7 months), continued</b>							
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 70,677.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 20,182.89	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 72,299.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 20,859.93	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA13	San Leandro	San Leandro Links (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 66,605.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
<b>Completed Projects (will be removed from the next monitoring report)</b>							
08ALA11	LAVTA	Route 10 BRT TSP and Queue Jumper Improvements	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice received Jan'11 FMR received April '11
			\$ 444,722.00	Project Start	Jul-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	Apr-11	
			\$ 444,722.00	FMR	Mar-11	Apr-11	
				Expend Deadline Met?	12/22/10	Yes	

**Report Milestone Notes**

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

FMR = Date Final Monitoring Report received by CMA

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



## Memorandum

**DATE:** May 2, 2011

**TO:** Programs and Projects Committee

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

**SUBJECT:** **Approval of Amendment No 3 to ACTIA Contract No. A05-0045 with Mark Thomas & Company, Authorization to Advertise for Bids to Provide the Plant Maintenance Services Required by the Cooperative Agreement between the Alameda CTC and Caltrans, and Authorization to Accept Property Transfer from Caltrans for the I-580 Castro Valley Interchange Improvements Project (ACTIA 12)**

### Recommendations

It is recommended that the Commission approve the following three actions related to the I-580 Castro Valley Interchange Improvements Project (ACTIA 12):

1. Approval of Amendment No. 3 to ACTIA Contract No. A05-0045 with Mark Thomas & Company to support construction close out and right of way transfer activities for an amount not to exceed \$80,000;
2. Authorize the issuance of a Request for Bids to provide plant maintenance services required by the Cooperative Agreement between the Alameda CTC and Caltrans; and
3. Authorize the Executive Director, or a designee of the Executive Director, to execute documents related to the transfer of excess property from Caltrans to the Alameda CTC.

### Summary

Construction of the I-580 Castro Valley Interchange Improvements Project is substantially complete and the reconfigured interchange is open to traffic. The project involved acquiring a number of properties for which only a portion was needed for the footprint of the project once completed. In March 2011, the Alameda CTC authorized transferring those portions of properties within the reconfigured State Highway System right of way that were acquired in the Alameda CTC's name to Caltrans. The recommended actions above include authorizing the Executive Director, or a designee of the Executive Director, to accept the transfer of properties currently in Caltrans name that are not needed for the project in its final configuration to the Alameda CTC. Once the properties are transferred to the Alameda CTC, they will be sold as excess property.

Closing out the construction phase and supporting the right of way transfers to and from the Alameda CTC has required additional effort by the design consultant, Mark Thomas & Company,

which also provided right of way support services through project delivery. Table 1 below provides a summary of ACTIA Contract No. A05-0045 with Mark Thomas & Company, including the recommended Amendment No. 3.

<b>Table 1: Summary of ACTIA Contract No. A05-0045 with Mark Thomas &amp; Company</b>		
<b>Description</b>	<b>Amendment Amount</b>	<b>Total Contract Not to Exceed Amount</b>
Original Contract dated July 28, 2005	NA	\$ 2,600,000
Amendment No. 1 dated June 28, 2007	\$ 455,000	\$ 3,055,000
Amendment No. 2 dated January 24, 2008	\$ 770,000	\$ 3,825,000
Recommended Amendment No. 3 (This Agenda Item)	\$ 80,000	\$ 3,905,000
<b>Total Amended Contract Amount</b>		<b>\$ 3,905,000</b>

The Cooperative Agreement between the Alameda CTC and Caltrans which authorized the Alameda CTC to develop and construct the project on the State Highway System requires three years of plant establishment/maintenance following the completion of the landscaping included in the contract. The first year of the plant establishment is included in the construction contract, and the subsequent two years are intended to be performed under a separate contract administered by the Alameda CTC and funded with Measure B funds included in the current project financial plan. The recommended actions include the authorization for the issuance of a Request for Bids to provide the required maintenance for the period not covered by the construction contract to satisfy the requirement of the Cooperative Agreement.

### **Discussion/Background**

The I-580 Castro Valley Interchange Improvements Project is included in both the 1986 and 2000 Measure B Programs as MB239 and ACTIA 12, respectively. The construction contract was funded with a combination of Measure B, state and federal funds. The State funds came with a requirement to accept the contract within three years of contract award. The contract was awarded on July 11, 2008 and the “accept contract” deadline is therefore July 11, 2011. The one-year of plant establishment included in the construction contract, of the three years required by Caltrans, extends beyond the accept contract deadline. It is expected that the one-year plant establishment period in the construction contract will be shortened so the contract can be accepted at the June 2011 Commission meeting. If this is the case, the Request for Bids included in the recommended actions will be for more than two years to satisfy the overall three-year requirement.

As an option to a contractor providing the plant maintenance services, staff intends to contact the Alameda County Public Works Agency (ACPWA) to discuss the possibility of executing an agreement with the ACPWA to provide the plant maintenance services. Any contract or agreement to provide the plant maintenance services will be brought before the Commission for approval prior to execution.

The right of way acquisition for the project was funded by Measure B. The property to be transferred to the Alameda CTC was acquired in Caltrans name and is not needed for the reconfigured State Highway System right of way. The excess property will be sold and the Alameda CTC will recoup any net proceeds from the disposal. Any right of way transactions will be brought before the Commission for approval prior to any commitments.

**Fiscal Impacts**

Approval of the recommended actions will encumber an additional \$80,000 of Measure B funds. The existing allocated amount of Measure B funds for the project includes sufficient capacity. Any subsequent action with a fiscal impact, e.g. executing a contract for plant maintenance services and/or selling properties, will be brought before the Commission for approval.

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## Memorandum

**DATE:** May 2, 2011

**TO:** Programs and Projects Committee

**FROM:** Arthur L. Dao, Executive Director  
Stefan Garcia, Project Controls Team

**SUBJECT:** **Approval of Measure B Funding Allocation to the Final Design and Right-of-Way Acquisition Phases of the Route 92/Clawiter – Whitesell Interchange and Reliever Route Project & Authorization to Execute Funding Agreements (ACTIA No. 15)**

### Recommendations

It is recommended that the Commission approve the following two actions related to the Route 92/Clawiter – Whitesell Interchange and Reliever Route Project (ACTIA No. 15):

1. Allocate \$11.5 million of Measure B funding for the Final Design and Right-of-Way Acquisition (PS&E/ROW) phases of the Route 92/Clawiter–Whitesell Interchange and Reliever Route Project (ACTIA No. 15); and
2. Authorize the Executive Director, or designee of the Executive Director, to execute all funding agreements and/or amendments to funding agreements for the project, including a Project Specific Funding Agreement with the City of Hayward to initiate the PS&E/ROW work.

### Summary

On April 15, 2011, staff received a letter from the City of Hayward (Attachment A) requesting a Project Specific Funding Agreement with the Alameda CTC for the Final Design and Right-of-Way Phases for the Route 92/Clawiter – Whitesell Interchange and Reliever Route project.

The recommended actions will allow the project sponsor (City of Hayward) to move this voter-approved sales tax measure project into the next phases of project development, the final design and right-of-way acquisition phases.

The allocation of \$11.5 million of Measure B funds, which are identified in the 2000 Measure B Transportation Sales Tax Expenditure Plan and programmed and in the adopted FY 2010-11 Strategic Plan, will provide financial resources for continuing project development efforts to prepare final design plans and complete right-of-way acquisition for the project. Table 1 below summarizes the Measure B commitment to the project.

<b>Table 1: Summary of Measure B Commitment Route 92/Clawiter – Whitesell Interchange and Reliever Route Project (ACTIA 15)</b>		
<b>Description</b>	<b>Amount (\$ x 1,000)</b>	<b>Balance (\$ x 1,000)</b>
Total Measure B Commitment (Adopted 2010-11 Strategic Plan)	NA	\$ 27,037
Previously Allocated Total	\$ 1,105	\$ 25,932
Recommended Allocation (This Agenda Item)	\$ 11,500	\$ 14,432
<b>Remaining Programmed Balance</b>		<b>\$ 14,432</b>

### **Discussion/Background**

The Route 92/Clawiter – Whitesell Interchange and Reliever Route project in the City of Hayward is one of 27 capital projects included in the Measure B Expenditure Plan. The plan identifies \$19.5 million (1997-98 dollars) in Measure B Tier 1 funds for this project. The escalated Measure B funding commitment in the adopted FY 2010-11 Strategic Plan is \$27.037 million.

On April 15, 2011, staff received a letter from the City of Hayward (Attachment 1) requesting a Project Specific Funding Agreement with the Alameda CTC for the Final Design and Right-of-Way Phases for the Route 92/Clawiter – Whitesell Interchange and Reliever Route project. The project is sponsored by the City of Hayward and is being delivered in two segments, with Phase 1 being the West A Street and Whitesell Drive Extensions to be delivered with ACTIA funds and Phase 2 being the Route 92/Clawiter Road – Whitesell Drive Interchange to be delivered with other funds. The City of Hayward approved the Phase 1 project and certified the environmental document on March 22, 2011. Final design is expected to be complete in 2013 and construction will begin thereafter. Environmental studies for the Phase 2 project will commence when funds are available from the Local Alternative Transportation Improvement Program (LATIP), which was approved by the California Transportation Commission in May 2010. The environmental study and approval of the Phase 2 project will require additional time extensions.

Staff recommends approval of the proposed actions to allow the project to proceed with final design and right-of-way activities to deliver the project.

### **Fiscal Impacts**

Approval of the recommended actions will allocate \$11.5 million of Measure B funds and make them available for encumbrance in funding agreements and/or amendments to funding agreements for ACTIA 15. The requested allocation amount exceeds the amount shown for FY 10/11 in the approved FY 2010/11 Strategic Plan Allocation Plan. The current Measure B Capital Projects Program cash flow model has sufficient capacity to accommodate the recommended allocation, encumbrance and subsequent expenditure of the \$11.5 million.

### **Attachment**

Attachment A: City of Hayward letter dated April 15, 2011





CITY OF  
**HAYWARD**  
 HEART OF THE BAY

April 15, 2011

Mr. Arthur Dao, Executive Director  
 Alameda County Transportation Commission  
 1333 Broadway, Suite 300  
 Oakland, CA 94612

Subject: ***Route 92/Clawiter-Whitesell Interchange and Reliever Route Project, Phase I - Request for a Project Specific Funding Agreement for the Final Design (PS&E) and Right-of-Way Phases***

Dear Mr. Dao:

The City of Hayward requests a Project Specific Funding Agreement with the Alameda County Transportation Commission (Alameda CTC) for the Final Design (PS&E) and Right-of-Way Phases for the Route 92/Clawiter-Whitesell Interchange and Reliever Route Project – Phase I.

In late February the City of Hayward requested that the Alameda County Transportation Commission (Alameda CTC) Board grant a provisional three month extension to June 30, 2011 for the completion of the preliminary engineering and environmental approval process for Phase 1 of the Route 92/Clawiter-Whitesell Interchange and Reliever Route project. The provisional extension was requested to cover the possibility that the Council may defer the adoption if significant concerns were raised by the Council Members or by the property owners affected by the project.

As reported to Stefan Garcia of your office, the environmental documents and the project were adopted as scheduled on March 22, 2011. The Hayward City Council adopted resolutions that: certified that the Draft Mitigated Negative Declaration was completed in compliance with the requirements of the California Environmental Quality Act; adopted the Draft Mitigated Negative Declaration; approved the Mitigation Monitoring and Reporting Program; approved Phase I of the I-880/SR 92 Reliever Route Project and directed staff to take all steps necessary to implement the project.

As you are aware, the City of Hayward had resumed work on this project after the ACTIA Board approved a City proposal to revise the project scope, eliminating the West A Street extension and replacing it with signal and related improvements along the Winton Avenue corridor. Now that the preliminary engineering has been completed and the environmental documents have been adopted by the City Council, the City of Hayward is requesting a Project Specific Funding Agreement (PSFR) for the Final Design (PS&E) and Right-of-Way Phases of the project in a total amount of \$11 million.

We have attached draft copies of Appendices A-D which provide the following information:

- Appendix A-1: New project description and location map for the revised project
- Appendix A-2: Detailed description of the scope of work
- Appendix B: Project schedule
- Appendix C: Cost estimate breakdown for the entire Phase 1 project
- Appendix D: Cash flow

As requested, these draft documents were prepared to initiate the PFSA process. If you have any questions during the preparation of the funding agreement, please contact Morad Fakhrai at (510) 583-4740.

Sincerely,



Robert A. Bauman  
Director of Public Works

Attachments

cc: Morad Fakhrai, Deputy Director of Public Works  
Yaw Owusu, Assistant City Engineer  
Jodi Pascual, Associate Civil Engineer  
Stefan Garcia, Project Manager, Alameda CTC

## APPENDIX A-1

### PROJECT DESCRIPTION

(Including Map)

#### ACTIA PROJECT NO. 15, Route 92/Clawiter-Whitesell Interchange and Reliever Route

The project involves improving the access to and from Route 92 in the area of existing Clawiter Drive interchange and to provide some congestion relief to I-880 and several major arterials, such as Winton Avenue, Clawiter Road, and Depot Road.

The PROJECT is being delivered in two phases. Phase I of the PROJECT is the subject of this SPECIFIC AGREEMENT. Phase I is comprised of local street system modifications which include the following: (1) the widening of West Winton Avenue at the intersection of Hesperian Boulevard with minor signal phasing modifications at Hesperian Blvd and Middle Lane/Southland Drive, (2) the widening and extension of Whitesell Street between Depot Road and SR 92, (3) installation of a new traffic signal and improvements at the eastbound SR 92 off ramp and Clawiter and Eden Landing Roads, and (4) intersection improvements at the westbound SR 92 off ramp at Clawiter Road and Breakwater Avenue. The Whitesell Street extension and widening will include two travel lanes and a bike lane in each direction with new curb, gutter, sidewalk and landscape strip on each side. The project also includes the installation of storm, sewer and water lines and LED street lighting.

Phase 2 will be the reconstruction of the State Route 92/Clawiter Road – Whitesell Street Interchange and will be the subject of a separate Project Specific Funding Agreement.



Interstate 880 / State Route 92 Reliever Route

**APPENDIX A-2**  
**FINAL DESIGN (PS&E) AND RIGHT OF WAY PHASES**  
**SCOPE OF WORK**

**Task 1 – Project Management**

- Coordinate project with in-house staff, subconsultants and outside agencies
- Attend, prepare agendas and meeting minutes for meetings with City staff
- Implement consultant’s Quality Assurance Plan and perform Quality Control
- Prepare and submit monthly progress reports with invoices in accordance with Alameda CTC formats.
- Prepare and process standard Encroachment Permit applications to the State
- Maintain filing system

***Task 1 Deliverables***

- Meeting agendas and notes for meeting with outside agencies, City Staff and design team
- Quality Assurance Plan and Quality Control notes
- Monthly Progress Reports and invoices
- Encroachment Permit Applications and subsequent Encroachment Permits
- File system

**Task 2 – Perform Field Surveys and Right-of-Way Engineering**

- Prepare supplemental aerial mapping
- Establish control network
- Set control points
- Perform digital level surveys
- Survey roadway cross sections
- Survey public and private utilities – horizontally and vertically
- Pothole utilities and necessary
- Perform field checks as necessary
- Process collected data and map field data
- Research and collect right-of-way data
- Prepare Record Base Map
- Perform Land Net Corner Search
- Resolve right-of-way issues
- Process right-of-way data
- Prepare Pre-construction Records of Surveys
- Prepare Right-of-Way Needs Maps
- Prepare plats and legal descriptions
- Review title reports
- Prepare legal descriptions and plats for ten (10) temporary construction easements

***Task 2 Deliverables***

- Aerial mapping and supplemental aerial mapping
- Documentation of survey control network, survey control points, digital level surveys, roadway cross sections, horizontal and vertical location as well as elevation for public and private utilities and field checks

- Record base maps, Land Net Corner data, right-of-way data, Pre-Construction Record of Survey, Right-of-Way Needs Maps, plats and legal descriptions of property acquisition and legal descriptions for necessary Temporary Construction Easements.

### **Task 3 – Geotechnical Investigations and Reports**

- Obtain permits and clearances, including utility clearance through USA
- Perform field explorations, including borings for pavement study
- Perform laboratory testing
- Perform soils analysis and evaluation
- Prepare Geotechnical Pavement and Foundation Report
- Obtain Right-of-Entries from property owners for Phase II Environmental Site Assessment
- Perform Phase II Environmental Site Assessment including laboratory testing

#### ***Task 3 Deliverables***

- Permits and clearances
- Field exploration records
- Geotechnical Pavement and Foundation Report
- Phase II Environmental Site Assessment

### **Task 4 – 35% PS&E Submittal**

- Prepare Drainage Report
- Prepare Traffic Management Plan (TMP)
- Prepare Building Demolition and Removal Specifications
- Prepare Plan Base Sheets
- Prepare Preliminary (35%) Plans including Title/Typical Sections/General Notes, Building Demolition and Removal Plans, Street Plans and Profiles, Utility Plans and Details, Construction Details, Drainage Plans and Profiles, Sewer and Water Plans and Profiles, Stage Construction Plans, Traffic Handling/Detour Plans, Pavement Delineation Plans, Sign Plans and Details, Traffic Signals (Temp/Perm) and Interconnect Plans, Street Lighting Plans and Details, Landscape and Irrigation Plans and Cross Sections
- Prepare Landscape Concept Plans
- Prepare Utility Location Plans and perform surveys as necessary
- Prepare Preliminary Engineer’s Estimate
- Outline Specifications and Special Provisions
- Prepare 35% PS&E Submittal

#### ***Task 4 Deliverables***

- Drainage Report
- Traffic Management Plan
- Building Demolition Plans and Removal Specifications
- Plan Base Sheets
- Preliminary Plans (as listed above)
- Landscape Concept Plans
- Utility Location Plans and documentation of surveys
- Preliminary Engineer’s Estimate
- Outline Specifications
- 35% PS&E Submittal

### **Task 5 – 65% Submittal**

- Respond to 35% review comments
- Prepare 65% Plans
- Update Preliminary Engineer's Estimate
- Prepare Draft Special Provisions
- Prepare Draft Contract Bid Documents
- Prepare 65% PS&E Submittal

#### ***Task 5 Deliverables***

- Responses to 35% review comments
- 65% Plans
- Preliminary Engineer's Estimate
- Draft Special Provisions
- Draft Contract Bid Documents
- 65% PS&E Submittal

### **Task 6 – 95% Submittal**

- Respond to 65% Review Comments
- Prepare 95% Plans
- Update Preliminary Engineer's Estimate
- Update Draft Special Provisions
- Update Draft Contract Bid Documents
- Prepare 95% PS&E Package

#### ***Task 6 Deliverables***

- Responses to 65% Review Comments
- 95% Plans
- Updated Preliminary Engineer's Estimate
- Updated Draft Special Provisions
- Updated Draft Contract Bid Documents
- 95% PS&E Package

### **Task 7 – 100% PS&E/Bidding Phase/Construction Phase**

- Respond to 95% Review Comments
- Prepare 100% Plans
- Update Engineer's Estimate
- Update Special Provisions
- Update Contract Bid Documents
- Prepare 100% PS&E Submittal
- Advertise Construction Contract including Bidding Phase and Bidding Phase Support

#### ***Task 7 Deliverables***

- Responses to 95% Review Comments
- 100% Plans
- Updated Engineer's Estimate
- Updated Special Provisions

- Updated Contract Bid Documents
- 100% PS&E Submittal
- Bid Documents and Bidding Phase Support

### **Task 8 – Agency Permits**

- Prepare, submit and gain approval of necessary permits to outside agencies, including, but not limited to, Caltrans, Alameda County Flood Control District and/or Regional Water Quality Control Board.

#### ***Task 8 Deliverables***

- Draft permit applications
- Approved permit applications

### **Task 9 – Miscellaneous Project Support**

- Prepare PowerPoint presentations, exhibits and handouts for various meetings
- Prepare Periodic project newsletters
- Update City website
- Have additional meetings, as necessary

#### ***Task 9 Deliverables***

- PowerPoint presentations, exhibits and handouts
- Project newsletters
- City website updates
- Agendas and meeting notes

### **Task 10 – Right-of-Way Acquisition**

- Perform Right-of-Way management and document support
- Perform appraisals and specialty appraisals
- Negotiate right-of-way settlement
- Prepare acquisition documents
- Perform eminent domain, where necessary, and work with legal counsel
- Prepare and solicit Permits-to-Enter
- Perform residential and non-residential relocation services
- Perform Right-of-Way support services

#### ***Task 10 Deliverables***

- Right-of-Way Parcel and Utility Agreement Tracking Log
- Draft and final appraisals and specialty appraisals
- Right-of-way settlement and appropriate acquisition documents
- Eminent domain documents
- Permits-to-Enter
- Documentation of residential and non-residential relocation services
- Documentation of any additional Right-of-Way support services

**APPENDIX B  
 PROJECT SCHEDULE**

Phase	Start	Finish	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15
Scope	09/07	09/10									
Prelim. Eng./Environmental	06/08	03/22/11									
Final Design PS&E	4/11	03/13									
Right of Way (Support)	09/11	12/12									
Right of Way (Capital)	09/11	12/12									
Utility Relocation	04/13	01/15									
Construction (Support)	04/13	01/15									
Construction (Capital)	04/13	01/15									
Equipment Purchase	NA	NA									

ENVIRONMENTAL CLEARANCE STATUS		
	CEQA	NEPA
Environmental Document Type*	MND	NA
Begin Environmental Process	06/08	NA
Draft Circulation	2/11	NA
Date of Public Meeting	02/17/11	NA
Final Draft Submitted	03/22/11	NA
Actual Certification Date	03/22/11	NA
Percent Complete	100%	NA

\* CE/CE, IS/EA, ND/FONSI, EIR/EIS, etc.



**APPENDIX C  
 PROJECT COST ESTIMATE BREAKDOWN**

Funding Source	Scope	Prelim. Eng./Environ.	Final Design (PS&E)	Right of Way (Support)	Right of Way (Capital)	Utility Relocation & Protection	Construction Contracts	Construction Engineering	Equipment Purchase	Total Commitment
Measure B	\$102,000	\$498,000	\$2,100,000	\$500,000	\$8,400,000	\$1,000,000	\$13,137,000	\$1,300,000	\$0	\$27,037,000
State										\$0
Federal										\$0
Local - City of Hayward	\$300,000	\$20,000	\$75,000					\$40,000		\$435,000
Other										\$0
<b>TOTAL</b>	<b>\$402,000</b>	<b>\$518,000</b>	<b>\$2,175,000</b>	<b>\$500,000</b>	<b>\$8,400,000</b>	<b>\$1,000,000</b>	<b>\$13,137,000</b>	<b>\$1,340,000</b>	<b>\$0</b>	<b>\$27,472,000</b>

**APPENDIX D**  
**PROJECT CASH FLOW REQUIREMENTS/OUTSIDE FUNDING SOURCES-TIMING**

**MEASURE B CASH FLOW REQUIREMENTS**

Phase	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	Total
Scoping		14,000	78,000	10,000							102,000
Prelim. Eng./Environ.			300,000	100,000	98,000						498,000
Final Design (PS&E)					100,000	1,700,000	300,000				2,100,000
Right-of-Way (Support)						300,000	200,000				500,000
Right-of-Way (Capital)						5,000,000	3,400,000				8,400,000
Utility Relocation								1,000,000			1,000,000
Construction / Design/Build								10,000,000	3,137,000		13,137,000
Construction Engineering								1,000,000	300,000		1,300,000
Equipment Purchase											0
<b>Total</b>		14,000	378,000	110,000	198,000	7,000,000	3,900,000	12,000,000	3,437,000		27,037,000

**OUTSIDE FUNDING SOURCES / TIMING**

Funding Source	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	Total
Funding Source		14,000	378,000	110,000	198,000	7,000,000	3,900,000	12,000,000	3,437,000		27,037,000
Measure B - ACTC					20,000	60,000	15,000	30,000	10,000		435,000
City of Hayward	300,000										
<b>Total</b>	300,000	14,000	378,000	110,000	218,000	7,060,000	3,915,000	12,030,000	3,447,000		27,472,000

**Measure B Commitment Total: \$27,037,000**



## Memorandum

**DATE:** May 2, 2011

**TO:** Programs and Projects Committee

**FROM:** Arthur L. Dao, Executive Director  
Stefan Garcia, Project Controls Team

**SUBJECT:** **Approval of Measure B Allocation, Authorization to Submit a Letter of No Prejudice Request for State Bond Funding, and Authorization to Execute Amendments to Various Agreements including Amendment No. 2 to ACTIA Contract No. A05-0004 with URS Corporation for the Route 84 Expressway Project in Livermore (ACTIA 24)**

### Recommendations

It is recommended that the Commission approve the following actions related to the Route 84 Expressway Project (ACTIA No. 24):

1. Allocate \$76.159 million of Measure B funding for the Final Design, Right-of-Way Acquisition and Construction phases of the Route 84 Expressway Project;
2. Authorize the Executive Director to sign a revision to Proposition 1B CMIA project agreements with the California Transportation Commission reflecting a shift of all Proposition 1B CMIA funds to the north segment project;
3. Approve Resolution 11-009 authorizing the Alameda CTC to request a Letter of No Prejudice with the California Transportation Commission and committing up to \$17.05 million in Measure B funds as substitute funding for Proposition 1B CMIA funds for the Construction phase of the Route 84 Expressway Project; and
4. Authorize the Executive Director, or designee of the Executive Director, to execute Amendment No. 2 to ACTIA Contract No. A05-0004 with URS Corporation in an amount not to exceed \$2.5 million for completion of engineering services for the Route 84 Expressway Project.

### Summary

The recommended actions will allow staff, in cooperation with Caltrans, to move this voter-approved sales tax measure project to proceed with final implementation and construction.

The allocation of \$76.159 million of Measure B funds, which are identified in the 2000 Measure B Transportation Sales Tax Expenditure Plan and programmed and in the adopted FY 2010-11 Strategic

Plan, will provide financial resources for delivery of this critical highway project. Table 1 below summarizes the Measure B commitment to the project.

<b>Table 1: Summary of Measure B Commitment Route 84 Expressway Project (ACTIA 24)</b>		
<b>Description</b>	<b>Amount (\$ x 1,000)</b>	<b>Balance (\$ x 1,000)</b>
Total Measure B Commitment (Adopted 2010-11 Strategic Plan)	NA	\$ 96,459
Previously Allocated Total	\$ 20,300	\$ 76,159
Recommended Allocation (This Agenda Item)	\$ 76,159	\$ 0
<b>Remaining Programmed Balance</b>		<b>\$ 0</b>

The authorization for revision of the CMIA project agreements and the approval of a resolution authorizing an LONP with the California Transportation Commission are necessary steps to prepare for the construction of the northern project (Segment 1).

Staff is requesting approval of Amendment No. 2 to the professional services agreement (ACTIA Contract No. A05-0004) with URS Corporation in an amount not to exceed \$2.5 million for the completion of engineering services required for the Route 84 Expressway Project. The amendment is necessary to provide continuing resources to complete project development activities for the southern project (Segment 2). Table 2 below summarizes the contracting status with URS Corporation for this project.

<b>Table 2: Summary of Contract A05-0004 Route 84 Expressway Project (ACTIA 24)</b>		
<b>Description</b>	<b>Amendment Amount</b>	<b>Total Contract Not to Exceed Amount</b>
Professional Services Agreement (PSA) with URS Corporation (A05-0004) for Preliminary Engineering / Environmental Clearance dated March 2005	NA	\$ 2,500,000
Amendment #1 to A05-0004 with URS Corporation for Final Design and Right-of-Way Acquisition dated July 2007	\$ 8,750,000	\$ 11,250,000
Recommended Amendment #2 to A05-0004 with URS Corporation for Final Design and Right-of-Way Acquisition (This Agenda Item)	\$ 2,500,000	\$ 13,750,000
<b>Total Amended Contract Amount</b>		<b>\$ 13,750,000</b>

**Discussion/Background**

The Route 84 Expressway Project will provide substantial additional capacity to the Route 84-Isabel Avenue Corridor connecting I-580 to I-680. This Route 84 Corridor is considered one of three regionally significant corridors serving the Tri-Valley, the other two being I-580 and I-680. Current studies indicate that improvements to Route 84 will not only provide additional capacity for Route 84 itself, but will also improve local traffic circulation in Livermore, Pleasanton, and Dublin as well as the overall highway system in the Tri-Valley. The sponsor of the project is the City of Livermore, and the Alameda CTC is the co-sponsor.

**Allocation Request**

The project has the largest Measure B capital commitment of all of the highway projects in the ACTIA Expenditure Plan. The escalated (2010/11) Measure B funding identified for the project is \$96.459 million. The current estimated project cost is \$127 million. The project is also funded with \$10 million in funds from the Tri-Valley Transportation Development Fees (TVTDF), to be appropriated by the Tri-Valley Transportation Council (TVTC), and \$20 million in funds from the State Proposition 1B CMIA program.

To accelerate the delivery of the project, final design efforts were initiated one year prior to the completion of the environmental process, in August 2007. In 2010, the project was split into two construction contracts – a northern segment from Concannon Boulevard to Jack London Boulevard (Segment 1) and a southern segment from Ruby Hill Drive to north of Concannon Boulevard (Segment 2). The project split allows for more competitive bidding amongst a larger pool of contractors, provides delivery schedule relief from CMIA program requirements for the southern project (Segment 2) and also allows for the accelerated delivery of the northern project (Segment 1).

The final design, right-of-way acquisition and preparation of the project plans, specifications, and estimate (PS&E) for the northern project (Segment 1) are nearing completion, and staff is working with the State to ready the project for construction advertisement later this summer.

Staff is requesting the allocation of \$76.159 million of Measure B funding for the Final Design, Right-of-Way Acquisition and Construction phases of the Route 84 Expressway Project. These funds will allow for the final implementation and construction of the voter-approved sales tax measure project.

**CMIA Funding – Supporting Actions**

In preparation for advertisement of the Segment 1 construction contract, the project will require an amendment to the current CMIA project agreements and a fund vote by the California Transportation Commission at their June 22, 2011 meeting in Long Beach.

Staff is requesting authorization for the Executive Director to sign a revision to Proposition 1B CMIA project agreements with the California Transportation Commission reflecting a shift of all Proposition 1B CMIA funds to the northern project (Segment 1). The revisions to the component agreements in aggregate will not change the overall scope or cost of the project. The agreements include information about the funding, scope and schedule for each project segment which will be adjusted to

incorporate scope, schedule and funding source adjustments to match current delivery conditions and schedule projections.

Alameda CTC, working cooperatively with Caltrans District 4, will request an allocation of CMIA funds at the June 2011 California Transportation Commission meeting. However, staff has been advised by both Caltrans and California Transportation Commission staff that bond funds are not available to approve the allocation request for construction capital costs. Caltrans cannot advertise the construction contract without an allocation of funding by the California Transportation Commission or a commitment of alternative funds. Government Code Section 8879.501, added by Chapter 463 (AB 672) of the Statutes of 2009, authorizes the California Transportation Commission to approve a Letter of No Prejudice (LONP) for projects the California Transportation Commission has programmed from the Corridor Mobility Improvement Account (CMIA). The California Transportation Commission requires a local agency resolution committing alternative local funds (Attachment A) and a request letter (Attachment B). Upon approval by the California Transportation Commission, the LONP allows the regional or local agency to expend its own funds and incur reimbursable expenses for any component of a project prior to actual allocation of Proposition 1B CMIA funds.

Staff has been advised by both Caltrans and California Transportation Commission staff that, if approved, the LONP request for the SR 84 Expressway Project, Segment 1 will likely be converted to traditional pay-as-you-go funding from the anticipated Fall 2011 bond sale. This would mean that very little in Measure B funds will have been spent, and that any eligible expenditure will be immediately reimbursed. However, the California Transportation Commission guidelines for LONPs are explicit that the “applicant proceed at their own risk, as reimbursement of the LONP is dependent on availability of Proposition 1B bond funds.” Furthermore, the California Transportation Commission’s approved LONP guidelines state that it is the intent of the California Transportation Commission to give “equal opportunity” to an allocation of available funding to projects with approved LONPs, as well as for projects requiring an allocation in order to begin construction. It is clear from this statement that converting LONPs to traditional pay-as-you-go allocations is not a guaranteed first call for use of bond proceeds. However, staff is aware of only a few agencies that will apply for LONPs. It would therefore appear that converting the LONP to an allocation is likely if the State in fact is able to proceed with the Fall 2011 bond sale.

The Measure B funds proposed to substitute for the unavailable Proposition 1B funds are included in the Measure B Strategic Plan for use on the project. In the event that the State is never able to sell Proposition 1B bonds, the southern project (Segment 2) of the SR 84 Expressway will have to be deferred until alternative funds are identified.

Based on staff discussions with both Caltrans and California Transportation Commission staff, it is staff’s belief that financial risks due to project delays by not requesting the LONP outweigh the risks of proceeding with an approved LONP. Not proceeding under an approved LONP carries the potential of significant delay in the delivery of the SR 84 Expressway Segment 1 project as well as the subsequent Segment 2 project, and the consequent possibility that CMIA funding could be withdrawn entirely if the Segment 1 project does not begin construction prior to December 31, 2012.

Contract Amendment No. 2 with URS Corporation

On April 18, 2011, staff received a request from URS Corporation for a contract amendment to cover extended project development costs (Attachment C). Staff is requesting approval of Amendment No. 2 to the professional services agreement (ACTIA Contract No. A05-0004) with URS Corporation in an amount not to exceed \$2.5 million for the completion of engineering services required for the Route 84 Expressway Project. Although the original contract was issued only for the preliminary engineering and environmental clearance of the project, the RFP issued for the original contract included the scope of final design and right-of-way acquisition as an option to the Alameda CTC. The original contract and subsequent amendments have been issued to allow staff to control the scope and cost of delivering the work. The recommended amendment is necessary to address scope and schedule extensions created by complexities in utility relocations and right-of-way acquisitions, particularly in the southern project (Segment 2) area. A major 24" PG&E gas line was not able to be relocated within the project footprint as originally envisioned, creating the need to revalidate the environmental document, revisit related studies and apply for amended permits in advance of further right-of-way acquisition and utility relocation construction work, all of which must occur prior to the start of construction for the southern project (Segment 2).

Staff recommends approval of the proposed actions to allow the project to proceed with final implementation and construction.

**Fiscal Impacts**

Approval of the recommended actions will allocate \$76.159 million of Measure B funds and make them available for encumbrance in funding and professional services agreements and/or amendments thereto for ACTIA 24. The requested allocation amount exceeds the amount shown for FY 10/11 in the approved FY 2010/11 Strategic Plan Allocation Plan. The current Measure B Capital Projects Program cash flow model has sufficient capacity to accommodate the recommended allocation, encumbrance and subsequent expenditure of the \$76.159 million.

**Attachments**

- Attachment A: Resolution 11-009 committing the use of \$17.05 million in Measure B funds as a substitute for Proposition 1B CMIA funds
- Attachment B: Draft letter to California Transportation Commission requesting LONP
- Attachment C: Amendment Request letter from URS Corporation dated April 18, 2011

**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
RESOLUTION 11-009**

**LETTER OF NO PREJUDICE (LONP) WITH THE CALIFORNIA TRANSPORTATION COMMISSION FOR THE  
STATE ROUTE 84 EXPRESSWAY PROJECT, NORTH OF CONCANNON BOULEVARD TO JACK LONDON  
BOULEVARD, SEGMENT 1**

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) serves as the Congestion Management Agency in Alameda County; and

WHEREAS, the Alameda CTC serves as the sales tax Authority responsible for the administration of the Alameda County Measure B, a sales tax program dedicated to transportation; and

WHEREAS, the State Route 84 Expressway Project is included in the Measure B Strategic Plan and has also been programmed for funding through the State of California Proposition 1B Corridor Mobility Improvement Account (CMIA) program; and

WHEREAS, it is the desire of the Alameda CTC to move the State Route 84 Expressway, north of Concannon Boulevard to Jack London Boulevard, Segment 1 to construction as expeditiously as possible to avoid significant project delays, take advantage of a favorable construction bid environment, achieve lower costs for construction when compared to the programmed cost estimate, and to bring the transportation benefits of this project to public use; and

WHEREAS, it may not be possible to receive an allocation of CMIA funding for the construction capital and support of the project in time to advertise and proceed to construction; and

WHEREAS, through the passage of Assembly Bill 672 and the adoption of guidelines to implement this bill by the California Transportation Commission it is possible for Alameda CTC to enter into a Proposition 1B Letter of No Prejudice (LONP) for purposes of substituting local funds for the CMIA construction share of this project; and

WHEREAS, the Alameda CTC understands the risks associated with use of the LONP, which allows a project sponsor to expend its own funds to advance a Proposition 1B project and request reimbursement when bond funds are available; and

WHEREAS, the Alameda CTC as the sponsoring agency and Caltrans as the implementing agency are ready to advertise and begin the construction phase of the project once the LONP is approved;

NOW, THEREFORE, BE IT RESOLVED, that the Alameda CTC hereby commits to utilize up to \$17,050,000 in Measure B funds as substitute funding for the CMIA construction component to achieve a full and committed funding plan in order to advertise and begin the construction phase of the State Route 84 Expressway, north of Concannon Boulevard to Jack London Boulevard, Segment 1;

AND FURTHER, that the Alameda CTC requests that the California Transportation Commission approve a Letter of No Prejudice (LONP) for the construction component of the project so that this project may advertise and proceed to construction.



DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular meeting of the Board of Directors held on Thursday, May 26, 2011, in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

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Mark Green, Chair

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Gladys V. Parmelee, Clerk of Alameda CTC



1333 Broadway, Suites 220 &amp; 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

**Commission Chair**  
Mark Green, Mayor - Union City

April 28, 2011

**Commission Vice Chair**  
Scott Haggerty, Supervisor - District 1

Ms. Bimla G. Rhinehart, Executive Director  
California Transportation Commission

04-ALA-84-25.5/27.1

04-297611

**AC Transit**  
Greg Harper, Director

Mail Stop 52, Room 2231

1120 N Street

Sacramento, CA 95814

**Alameda County Supervisors**  
Nadia Lockyer - District 2  
Wilma Chan - District 3  
Nate Mikey - District 4  
Keith Carson - District 5

Re: Letter of No Prejudice (LONP) for the State Route 84 Expressway Project

**BART**  
Thomas DiLalock, Director

Dear Ms. Rhinehart,

**City of Alameda**  
Devery Johnson, Councilmember

This is a request to enter into a Letter of No Prejudice (LONP) for the State Route 84 Expressway Project, which is programmed in the Proposition 1B Corridor Mobility Improvement Account (CMIA) Program. The Alameda County Transportation Commission (Alameda CTC) is the sponsoring agency and the California Department of Transportation (Caltrans) is the implementing agency. Alameda CTC requests that this LONP be placed on the June 2011 California Transportation Commission (CTC) agenda so that this project may proceed to construction.

**City of Albany**  
Farid Javandel, Mayor

**City of Berkeley**  
Laurie Capitell, Councilmember

**City of Dublin**  
Tim Sbrantl, Mayor

**City of Emeryville**  
Ruth Atkin, Councilmember

The specifics of the LONP request are presented below:

**City of Fremont**  
Suzanne Chan, Vice Mayor

- Approval of an amendment to the CMIA project agreements for Segments 1 and 2 is being requested at the June 2011 Commission meeting prior to consideration of the LONP request.

**City of Hayward**  
Olden Henson, Councilmember

- Approval of the LONP will allow the project to be advertised and awarded for construction commencement in 2011.

**City of Livermore**  
Marshall Kamena, Mayor

- The alternative local fund source that will be substituted for the CMIA is Alameda County's Measure B sales tax funds, which are dedicated for transportation purposes. These funds are administered by the Alameda CTC. The Alameda CTC approved the use of Measure B funds for this purpose by resolution at their meeting of May 26, 2011. The resolution requesting this action is attached to this letter.

**City of Newark**  
Luis Freitas, Vice Mayor

**City of Oakland**  
Councilmembers  
Larry Reid  
Rebecca Kaplan

- With approval of the substitute funding for the CMIA, the total funding for the construction capital of this project would be as follows:

**City of Piedmont**  
John Chiang, Vice Mayor

**City of Pleasanton**  
Jennifer Hosterman, Mayor

**City of San Leandro**  
Joyce R. Starosciak, Councilmember

**Executive Director**  
Arthur L. Dao

Construction Capital

\$17.050 million, Measure B as a substitute for CMIA funds

\$15.582 million, Measure B funds

This total matches the CMIA allocation vote request that will be separately submitted for this project for the June 2011 Commission agenda. The request reflects the latest cost estimate, and is consistent with the proportional share commitment for the construction phase as included in the baseline agreement for this project.

Construction Management

The Route 84 Expressway, Segment 1 project has \$2.950 million in CMIA funds programmed for construction support. Alameda CTC requests that these funds be allocated at the June 2011 Commission meeting. It is our understanding from Caltrans that capital outlay support funds from CMIA are available to allow Caltrans to award and administer the construction contract.

Project Delivery

Alameda CTC further requests that the project be placed on the "Delivered but Not Allocated" list upon approval of the Ready-To-List milestone targeted for June 16, 2011, and that the project be included in the anticipated Fall 2011 infrastructure bond sale in order to convert the LONP to pay-as-you-go funding from bond proceeds.

Thank you for your consideration of this request. If you have any questions or need additional information on this matter, please feel free to contact me at (510) 208-7402. Thank you.

Sincerely,

DRAFT

ARTHUR L. DAO  
Executive Director  
Alameda County Transportation Commission

**Enclosures**

cc: Rachel Falsetti, Caltrans, Transportation Programming  
Bijan Sartipi, Caltrans, District 4  
Mark Zabaneh, Caltrans, District 4  
Issa Bouri, Caltrans, District 4  
Stefan Garcia, Alameda CTC

April 18, 2011

Mr. Art L Dao  
Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

**Subject: Route 84 Expressway Widening Project  
Scope of Work Modifications and Contract Time Extension**

Dear Art:

Please find attached our submittal that describes additional scope of work and a project time extension to the Route 84 Expressway Project. The additional work scope has been authorized and is in addition to the original scope of work outlined in our contract of April, 2005 and the subsequent amendment of July 2007. Earlier notification of additional work scope had been provided in January 2009.

With the development of the Project, the design team encountered several new regulatory requirements and discoveries that necessitated the design team to provide additional services not previously included in the original scope of work. URS has worked diligently to mitigate and absorb the additional work to the extent possible. However with the projected extension of the completion of the project by approximately 27 months and the splitting of the project into two separate packages at the 95% PS&E, the additional work cannot be further absorbed.

Provided in this package are of 13 items of additional work of which a large amount have been absorbed by URS and include:

1. Kit Fox Survey
2. Additional Environmental Document Work
3. Hydromodification & Water Quality
4. Additional Geotechnical Investigation
5. Intersection Design, Vallecitos and Concannon
6. Retaining Wall Designs
7. Right of Way Services
8. Visual Simulations Gateway Study and Design
9. PG&E Line Relocation
10. Project Delivery as Two Construction Packages
11. Utility Studies and Designs
12. Incidental Take Permit
13. Schedule Extension and Additional Project Management

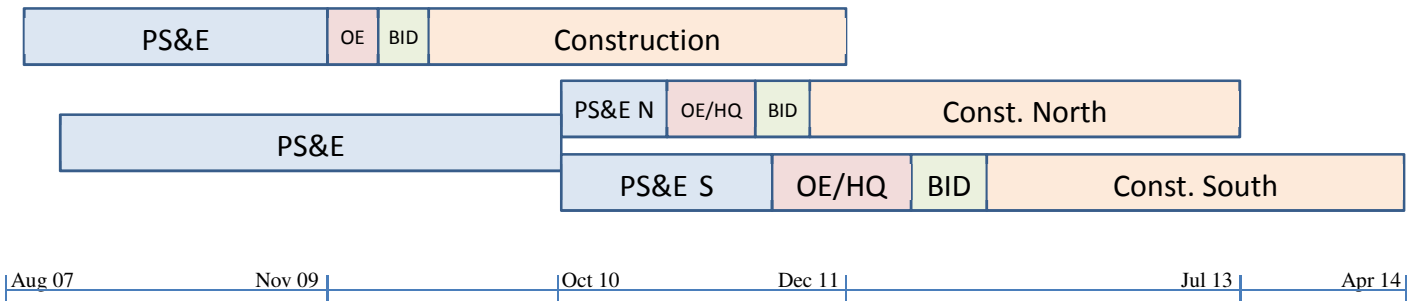
Items 1 through 6 have been completed. Items 7 through 13 are ongoing. Items 7, 9, 10 and 13 are the major items in this list.

As the project progressed to the 95% level, the Right of Way and utility relocation issues became controlling Project factors primarily on the south portion of the Project. Agreements between the City of Livermore, PG&E and ACTIA regarding the relocation of a PG&E overhead line were delayed. In addition, negotiations with the quarry operators became prolonged and complex. This necessitated splitting of the Project into a north and south segment to allow the north segment to be delivered early and avoid being delayed due to right of way and utilities issues that are concentrated on the southern segment. This strategy also preserves approximately \$20M of CMIA funds.

The right of way and utility issues include:

- PG&E Overhead relocation between Vallecitos and Ruby Hill Drive
- Right acquisitions, Pleasanton Gravel Company and Cemex
- Reduced 50 foot mining reclamation buffer
- Access right for Cemex, Pleasanton Gravel, Vulcan and the City of Livermore
- PG&E Gas transmission relocation
- Pedestrian Bridge Agreements between City of Livermore and Cemex

The original scope of work assumed the completion of one PS&E package to ACTIA in December 2009. The current schedule provides a delivery of the north segment in June 2011 and the south segment in February 2012. This provides a schedule extension of 27 months to the overall project schedule.



The scope of work originally developed for the PS&E phase assumed that ACTIA would advertise, award and administer (AAA) the Project. More recently, during negotiations with Caltrans, the AAA responsibilities were transferred to Caltrans for both the north and south segments. Processing the formal PS&E package through Caltrans adds approximately 6 months to each package and adds a considerable amount of effort to process the packages through the District Office Engineer and subsequently through the Caltrans Headquarters Office Engineer. Neither the Caltrans Headquarters nor the extended District Office Engineer processes were contemplated in the original scope of work.

Another change that is provided in the package is related to right of way engineering, appraisals and acquisitions. The original scope of work, developed and approved in June 2007, was based on the understanding of the project and tasks at that time. Discoveries during the development phase of the project revealed that the assumptions made and agreed to were not accurate. This included that the Record of Survey of the Route Transfer would be completed by the City of Livermore and the number of parcels and the interests in the parcels were lower than actually found.

URS's goal from the start of the project has been to mitigate out of scope work through work efficiencies or application of available budget. The estimated cost of the above 13 items is \$3.54M. A large portion of this amount has been absorbed to the extent possible. Furthermore, in recognition of the additional expenses to complete this project, URS will absorb an additional \$100K of Project Management, rather than pass that cost on to ACTC. To complete the delivery of the two projects with the estimated schedule extension of 27 months, we are requesting a \$2.2M augmentation to the contract.

We appreciate your review of the attached package and we are available to meet with you to provide additional information.

Sincerely,

**URS Corporation**



Ramsey Hissen, P.E.  
Project Manager

cc: Stefan Garcia, ACTC  
Rick Moreland, URS  
Lynn Melendez, URS



## Memorandum

**DATE:** May 2, 2011

**TO:** Programs and Projects Committee

**FROM:** Arthur L. Dao, Executive Director  
James O'Brien, Project Controls Team – Program Manager

**SUBJECT:** **Approval of the Draft FY 2011/12 Strategic Plan – Allocation Plan  
Measure B Capital Projects Program**

### Recommendations

It is recommended that the Commission approve the Draft FY 2011/12 Measure B Strategic Plan - Allocation Plan for the Measure B Capital Projects Program related to the development of the FY 2011/12 Measure B Strategic Plan.

### Summary

The Strategic Plan for the Capital Projects Program provides the basis for the commitments of Measure B funding to the various capital projects included in the Capital Program. The Strategic Plan also lays out the timing for providing Measure B funds to projects. The timing of the Measure B commitments is especially significant in the FY 2011/12 Measure B Strategic Plan (FY 11/12 Strategic Plan), since the ACTIA Capital Program is nearing the point at which some type of debt financing will be required to provide the Measure B funds to the projects when they are needed, i.e. at the time the eligible costs are incurred by the implementing agency. The timing of the anticipated expenditures has a significant effect on the financing options and costs.

The FY 11/12 Strategic Plan will be the first adopted by the Alameda County Transportation Commission (ACTC). The FY 11/12 Strategic Plan will also be the first Strategic Plan to combine the 1986 Measure B Capital Program (ACTA) with the 2000 Measure B Capital Program (ACTIA).

In April 2011, the ACTC approved assumptions to be incorporated into the FY 11/12 Strategic Plan. Those assumptions included holding the current level of Measure B commitment to the remaining active projects. The summary of Measure B commitments for the remaining projects in the ACTA Capital Program are shown in Table A-1 in Attachment A. The summary of Measure B commitments for all of the projects in the ACTIA Capital Program are shown in Table A-2 in Attachment A.

The Draft FY 2011/12 Measure B Strategic Plan – Allocation Plan (FY 11/12 Allocation Plan) recommended for review and approval is shown in Attachment B. The assumptions to be incorporated into the FY 11/12 Strategic Plan approved by the ACTC in April 2011, included a Three-Year Allocation Plan similar to the current FY 10/11 Strategic Plan, however, the FY 11/12

Allocation Plan included in Attachment B has been expanded to a five-year horizon in order to cover the remainder of the allocations anticipated for the ACTIA Capital Program.

### **Discussion/Background**

The Strategic Plan for the ACTA and ACTIA Measure B Capital Programs provides an annual summary of the status of the Measure B commitments to the capital projects included in both Measures. The two Measures had different requirements and procedures for the programming, allocation, encumbrance, and expenditure of Measure B funds. The revenue collection for the first Measure (ACTA) ceased in 2002 on the day before the revenue collection for the current Measure (ACTIA) began.

The FY 11/12 Strategic Plan will be the first adopted by the ACTC since the Alameda County Transportation Improvement Authority (ACTIA) assumed the responsibilities of the Alameda County Transportation Authority (ACTA) and subsequently merged with the Alameda County Congestion Management Agency (ACCMA) during 2010. The FY 11/12 Strategic Plan will also be the first Strategic Plan to combine the 1986 Measure B Capital Program (ACTA) with the 2000 Measure B Capital Program (ACTIA). The two predecessor Measure B agencies, ACTA and ACTIA, adopted separate Strategic Plans each fiscal year (FY) for their respective measures. The FY 11/12 Strategic Plan adopted for the combined capital programs must maintain the separate requirements associated with each measure throughout the remainder of each Capital Program.

The ACTC approved assumptions for developing the FY 11/12 Strategic Plan in April 2011. The Strategic Plan balances the revenue and cash balance assumptions with the capital project expenditures assumptions for each Measure to assess the ACTC's ability to provide the commitments of Measure B funds to capital projects at the time they are needed to reimburse eligible project costs.

### **Revenue and Cash Balance Assumptions**

#### *Alameda County Transportation Authority (ACTA) Capital Program*

The following revenue and cash balance assumptions will be incorporated into the FY 11/12 Strategic Plan for the ACTA Capital Program.

1. The projected ACTA Measure B cash balance at the beginning of FY 2011/12, based on the Mid-Year Budget Update approved by the ACTC in February 2011, is \$163.3 million. This balance represents the estimated value of the ACTC's various interest-bearing accounts on June 30, 2011 available to fulfill the remaining ACTA Measure B commitments shown in Table B-1 in Attachment B.
2. The Authority ceased collecting sales tax on March 31, 2002. With the authority to collect the sales tax expired, the only revenue source is interest income generated from the Authority's various interest bearing accounts. The Mid-Year Budget Update approved by the ACTC in February 2011 included \$1.75 million in interest revenues for FY 2010/11. The interest rate on the cash balances for future years is projected to be 1-1/2% per annum or less for the remainder of the program.
3. The ACTC currently owns property that was acquired for ACTA capital project rights-of-way and is now considered surplus. The FY 2011-12 Strategic Plan assumes that sales of the surplus property would yield \$3.0 million of proceeds in FY 2013-14.



Alameda County Transportation Improvement Authority (ACTIA) Capital Program

The commitments of ACTIA Measure B funds are dependent, in large part, on the anticipated future revenues. The following revenue and cash balance assumptions will be incorporated into the FY 11/12 Strategic Plan for the ACTIA Capital Program.

1. The projected beginning cash balance for FY 2011/12 dedicated to capital projects, based on the Mid-Year Budget Update approved by the ACTC in February 2011, will be \$38.1 million. This amount includes interest income.
2. The anticipated revenues for FY 2010/11 were increased to \$102.0 million in the Mid-Year Budget Update approved by the ACTC in February 2011. The ACTIA Capital Projects Account portion of the FY 2010/11 revenues is \$39.1 million. The projected revenue for future fiscal years is as follows:
  - For FY 2011/12: \$104.0 million.
  - From FY 2012-13 through the end of the program: 2% growth per year.
3. The anticipated interest revenues, based on the Mid-Year Budget Update approved by the ACTC in February 2011, for the ACTIA Capital Projects Account for FY 2010/11 is \$1.1 million. Interest revenues for future fiscal years are based on a rate of return of 1-1/2% or less on account balances.

**Capital Project Expenditures Assumptions**

ACTA Capital Program

The total commitments of ACTA Measure B funds to the remaining individual projects included in Table A-1 in Attachment A were all established in Amendments 1 and 2 to the 1986 Expenditure Plan. The remaining ACTA Measure B commitments shown in Table B-1 in Attachment B are anticipated for the following purposes:

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining ACTA Measure B commitment is for completing the on-going design, right of way, and utility relocation phases, and for the subsequent construction phase.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The remaining ACTA Measure B commitment is for completing the on-going construction phase.
3. I-580/Redwood Road Interchange (MB239) - This ACTA project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA 12) included in the ACTIA Capital Program. The remaining ACTA Measure B commitment is for completing the construction and right of way phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining ACTA Measure B commitment is for completing the on-going scoping phase. The project does not currently include project-specific implementation beyond the planning/scoping phase.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining ACTA Measure B commitment is for the scoping, design and construction phases.

6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining ACTA Measure B commitment amount for the project is moved to this line item for budgeting and cashflow purposes.
7. The ACTA Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the ACTIA Measure B commitment for Project No. ACTIA 2.

The ACTA Capital Account includes more funding than the total of the remaining ACTA Measure B commitments to capital projects. The unprogrammed funding is held in a Capital Projects Reserve. The ACTC approved the following assumptions related to the Capital Projects Reserve in April 2011:

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

The FY 11/12 Allocation Plan included in Attachment B does not include any future allocations from the Capital Projects Reserve. Allocations of funding from the Capital Projects Reserve must comply with the assumptions described above and will be considered on a case-by-case basis.

#### ACTIA Capital Program

The procedures for managing the ACTIA Measure B commitments are centered around allocations from the Measure B “Programmed Balance” for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the “Initial Programmed Balance” at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital projects has been adjusted each FY using a “Program Escalation Factor (PEF)” typically adopted by the Board with the other Strategic Plan assumptions. During the FY 2009/10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the ACTIA Capital Program, which effectively holds the total ACTIA Measure B commitment to the projects in the ACTIA Capital Program at \$756.5 million. The downward trend in annual revenues that began in FY 2008/09 prompted the freeze on the PEF, and the recent upturn in the latest revenue projections for FY 2010/11 is not enough to warrant an escalation of the Programmed Balances for the remaining projects.

The total commitments of ACTIA Measure B funds to the individual projects included in Table A-2 in Attachment A reflect a PEF equal to 1.0 for the FY 11/12 Strategic Plan. The FY 11/12 Beginning Programmed Balance for each project shown in Table A-2 in Attachment A represents the amount available for future allocation. The ACTIA Measure B Allocation Plan shown in Table B-2 in Attachment B lays out the timing of the anticipated future allocations for the remainder of the ACTIA Capital Program. The future ACTIA Measure B allocations shown in Table B-2 in Attachment B are anticipated for the following purpose(s):

1. Altamont Commuter Express (ACE) Improvements (ACTIA 1) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission which operates the ACE service. The eligible project list is updated regularly.
2. Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A) -- The future ACTIA Measure B allocations are anticipated for on-going project development work to prepare the project for construction and to secure construction phase funding.
3. Iron Horse Transit Route (ACTIA 9) -- The future ACTIA Measure B allocations are anticipated for project development, right of way and construction phases.
4. I-880/Route 92/Whitesell Drive Interchange (ACTIA 15) – The future ACTIA Measure B allocation is anticipated for the construction phase.
5. Westgate Parkway Extension (ACTIA 18B) – This project is the second part of the overall project and is being reconsidered in the context of a project along the mainline of I-880 which will impact the I-880/Davis Street interchange adjacent to the project limits. The future ACTIA Measure B allocation is anticipated for project development of the redefined project.
6. Dumbarton Rail Corridor (ACTIA 25) - The future ACTIA Measure B allocations are anticipated for on-going project development phases and for possible implementation of phased improvements while funding for the planned overall corridor improvements is identified.
7. I-580 Corridor/BART to Livermore Studies (ACTIA 26) - The future ACTIA Measure B allocation is anticipated for the on-going project development phase to secure environmental approval for the preferred alignment.
8. Emerging Projects (ACTIA 27) - This project is programmatic and individual projects are identified by the ACTC or potential project sponsors in accordance with the provisions included in the 2000 Expenditure Plan. To date, ACTIA Measure B funds have been allocated for three individual projects, 27A, 27B and 27C as indicated in Table A-2 in Attachment A.

Project expenditures for projects included in the ACTIA Capital Program include expenditures incurred by the ACTC. The ACTIA Board adopted a Cost Allocation Policy in October 2009 to address the allocation of ACTIA-incurred expenses against project funding. The Cost Allocation Policy is being revisited in light of the merger to the ACTC and will be incorporated into the ACTC

policies and procedures, including the policies and procedures related to capital project funding, once it is updated to reflect the ACTC.

### **Debt Financing for the Measure B Capital Program**

Without an ongoing revenue stream, the commitments of the ACTA Measure B funds are constrained by the balance of the ACTA Capital Accounts and any interest revenue earned until the account is completely drawn down for project expenditures (currently anticipated to occur in the FY 14/15 timeframe). In other words, the remaining commitments to the ACTA Capital Program are constrained by the amount of funding currently “in the bank,” so debt financing will not be needed to provide the remaining Measure B commitments for the ACTA Capital Program.

By the end of the current FY, i.e. June 30, 2011, more than \$694 million of ACTIA Measure B funding (i.e. over 90% of the total ACTIA Measure B commitment of \$756.5 million) will be allocated and ready for encumbrance for capital project expenditures. Once the encumbrances, e.g. funding agreements, contracts, etc., of the allocated funds are approved, the ACTC will have encumbered more ACTIA Measure B funds than can be provided to the projects on a “pay-as-you-go basis.” The alternative to pay-as-you-go is some type of debt financing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The amounts encumbered will not be expended immediately. The encumbrances for the larger projects take years to fully expend, but with the encumbrances in place, the financial management of the capital program accounts intensifies. The timing of the anticipated expenditures has a significant effect on the financing options and costs.

The FY 11/12 Allocation Plan included in the adopted FY 11/12 Strategic Plan will serve as the basis for the financial analysis and cash management efforts related to determining the method, or methods of debt financing best suited to allow the ACTC to fulfill the commitments of Measure B funding at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies. Once debt financing is initiated, fluctuations to the timing of the need for Measure B funds will have to be considered in the detailed context of cash management in order to maintain minimum balances required to prioritize obligations stemming from the debt financing.

(Note: The FY 11/12 Allocation Plan recommended for review and approval is shown in Attachment B. The assumptions to be incorporated into the FY 11/12 Strategic Plan approved by the ACTC in April 2011, included a Three-Year Allocation Plan similar to the current FY 10/11 Strategic Plan, however, the FY 11/12 Allocation Plan included in Attachment B has been expanded to a five-year horizon in order to cover the remainder of the allocations anticipated for the ACTIA Capital Program.)

### **Fiscal Impacts**

Approval of the recommended action will have no direct significant fiscal impact.

### **Attachments**

- Attachment A: Draft FY 2011/12 Measure B Strategic Plan – Measure B Commitments
- Attachment B: Draft FY 2011/12 Measure B Strategic Plan – Allocation Plan

Attachment A: Draft FY 2011/12 Measure B Strategic Plan - Measure B Commitments

Table A-1: ACTA Measure B Commitment Summary (\$ x 1,000)					
	Total ACTA Measure B Commitment	Expended Prior to FY 10/11	Expended During FY 10/11 (Forecast)	Expended thru FY 10/11	Remaining ACTA Measure B Commitment Beginning FY 11/12
MB226	I-880 to Mission Boulevard East-West Connector	6,492	6,525	13,017	75,754
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	29,275	9,709	38,984	41,016
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	7,561	2,238	9,799	5,201
MB240	Central Alameda County Freeway System Operational Analysis	1,621	326	1,947	3,053
MB241	Castro Valley Local Area Traffic Circulation Improvement	0	0	0	5,000
MB Var	Program-wide and Project Closeout Costs	0	0	0	5,750
	<b>Totals</b>	<b>\$ 44,949</b>	<b>\$ 18,798</b>	<b>\$ 63,747</b>	<b>\$ 135,774</b>

**ACTA Notes:**

- The amounts shown as expended during FY 10/11 includes a forecast through June 30, 2011.
- Any difference between the actual amount expended by the ACTC through FY 10/11 for a given project and the amount shown in Table A-1 is assumed to adjust the amount shown as the remaining ACTA Measure B commitment at the beginning of FY 11/12. Any such adjustment will also adjust the FY 11/12 amount shown in Table B-1 in Attachment B.
- The Remaining ACTA Measure B Commitment Beginning FY 11/12 represents the amount available for future expenditures.

## Attachment A (cont.): Draft FY 2011/12 Measure B Strategic Plan - Measure B Commitments

Table A-2: ACTIA Measure B Commitment Summary (\$ x 1,000)						
		Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance
ACTIA 1	ACE Capital Improvements	13,184	3,590	0	3,590	\$ 9,594
ACTIA 2	BART Warm Springs	224,448	224,448	0	224,448	\$ -
ACTIA 3	Oakland Airport Connector	89,052	89,052	0	89,052	\$ -
ACTIA 4	Oakland Downtown Streetscape Project	6,358	6,358	0	6,358	\$ -
ACTIA 5	Fruitvale Transit Village - 5A/5B	4,435	4,435	0	4,435	\$ -
ACTIA 6	Union City Intermodal Station	12,561	12,561	0	12,561	\$ -
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	10,427	4,971	1,000	5,971	\$ 4,456
ACTIA 7B	San Pablo Avenue Corridor Transit Improvement Project	2,785	2,785	0	2,785	\$ -
ACTIA 7C	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	11,232	11,232	0	11,232	\$ -
ACTIA 8	I-680 Express Lane Improvements (Route 84 to Santa Clara County)	35,197	35,197	0	35,197	\$ -
ACTIA 9	Iron Horse Transit Route	6,267	0	0	0	\$ 6,267
ACTIA 10	I-880/Broadway-Jackson Interchange	8,101	4,200	3,901	8,101	\$ -
ACTIA 11	I-880/Washington Avenue Interchange	1,335	1,335	0	1,335	\$ -
ACTIA 12	I-580 Interchange Improvements in Castro Valley	11,525	11,525	0	11,525	\$ -
ACTIA 13	Lewelling Boulevard/East Lewelling Boulevard	13,104	13,104	0	13,104	\$ -

## Attachment A (cont.): Draft FY 2011/12 Measure B Strategic Plan - Measure B Commitments

Table A-2: ACTIA Measure B Commitment Summary (\$ x 1,000)						
	Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance	
ACTIA 14A	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	2,500	0	2,500	\$ -	
ACTIA 14B	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	2,686	0	2,686	\$ -	
ACTIA 14C	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	5,840	2,003	7,843	\$ -	
ACTIA 15	I-880/Route 92/Whitesell Drive Interchange	1,105	11,500 <sup>1</sup>	12,605	\$ 14,432	
ACTIA 16	Oakland Local Streets and Roads	5,278	0	5,278	\$ -	
ACTIA 17A	Hesperian Boulevard/Lewelling Boulevard Widening	578	0	578	\$ -	
ACTIA 17B	Hesperian Boulevard/Lewelling Boulevard Widening	686	0	686	\$ -	
ACTIA 18A	Westgate Parkway Extension (Wal-Mart to Williams Street)	7,918	0	7,918	\$ -	
ACTIA 18B	Westgate Parkway Extension	503	0	503	\$ 2,285	
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Improvements	1,030	0	1,030	\$ -	
ACTIA 20	Newark Local Streets	1,422	0	1,422	\$ -	
ACTIA 21	I-238 Widening	81,022	0	81,022	\$ -	
ACTIA 22	I-680/I-880 Cross Connector Studies	1,233	0	1,233	\$ -	
ACTIA 23	Isabel Avenue - Route 84/I-580 Interchange	26,529	0	26,529	\$ -	
ACTIA 24	Route 84 Expressway	20,300	76,159 <sup>1</sup>	96,459	\$ -	

Attachment A (cont.): Draft FY 2011/12 Measure B Strategic Plan - Measure B Commitments

Table A-2: ACTIA Measure B Commitment Summary (\$ x 1,000)						
		Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance
ACTIA 25	Dumbarton Corridor Improvements (Newark and Union City)	19,367	3,163	0	3,163	\$ 16,204
ACTIA 26	I-580 Corridor/BART Livermore Studies	11,831	8,031	1,668	9,699	\$ 2,132
ACTIA 27	Emerging Projects	6,201	0	0	0	\$ 6,201
ACTIA 27A	Vasco Road Safety Improvements	1,500	1,500	0	1,500	\$ -
ACTIA 27B	I-80 Integrated Corridor Mobility Project	1,800	1,300	500	1,800	\$ -
ACTIA 27C	I-880 North Operational and Safety Improvements at 23rd and 29th	750	0	750	750	\$ -
<b>Totals</b>		<b>\$ 756,469</b>	<b>\$ 597,417</b>	<b>\$ 97,481</b>	<b>\$ 694,898</b>	<b>\$ 61,571</b>

**Notes:**

1. Allocation not approved at the time of this report (April 2011), but expected to be approved prior to June 30, 2011.
2. Total Amount Allocated represents the amount available for encumbrance. Encumbered funds are available for expenditure.
3. FY 2011/12 Beginning Programmed Balance represents the amount available for future allocation(s).



Attachment B: Draft FY 2011/12 Measure B Strategic Plan - Allocation Plan

Table B-1: ACTA Measure B Remaining Commitments (\$ x 1,000)									
Proj. No.	Project Title	Remaining ACTA Measure B Commitment Beginning FY 11/12	Remaining Commitment per FY (Note 1)					FY 15/16	
			FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
MB226	I-880 to Mission Boulevard East-West Connector	75,754	25,000	22,500	28,254				
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	41,016	20,000	20,000	1,016				
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	5,201	2,000	2,000	1,201				
MB240	Central Alameda County Freeway System Operational Analysis	3,053	1,000	2,000	53				
MB241	Castro Valley Local Area Traffic Circulation Improvement	5,000	1,800	3,200					
MB Var	Program-wide and Project Closeout Costs	5,750 <sup>(2)</sup>	2,000	1,500	1,000	750			500
<b>ACTA Measure B Totals</b>		<b>\$ 135,774</b>	<b>\$ 51,800</b>	<b>\$ 51,200</b>	<b>\$ 31,524</b>	<b>\$ 750</b>	<b>\$</b>	<b>\$</b>	<b>500</b>

**ACTA Notes:**

- The amounts shown per FY represent the maximum amount of Measure B assumed to be expended by the ACTC in the FY shown. These amounts are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall ACTA Capital Program from a financial perspective. The difference between the actual amount expended by the ACTC in a given FY, including prior FY's, and the maximum shown are assumed available in any subsequent FY without having to recalibrate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.
- The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining ACTA Measure B commitment amount for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for ACTA Measure B commitments will continue to be brought before the ACTC for approval before expenditures are approved.

Attachment B (cont.): Draft FY 2011/12 Measure B Strategic Plan - Allocation Plan

Table B-2: ACTIA Measure B Allocation Plan (\$ x 1,000)									
Proj. No.	Project Title	FY 2011/12 Beginning Programmed Balance	Allocation Amount per FY (Note 1)					FY 15/16	
			FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
ACTIA 1	ACE Capital Improvements	9,594	1,500	2,000	2,000	2,000	2,000	2,094	
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	4,456		3,000		1,456			
ACTIA 9	Iron Horse Transit Route	6,267		1,000	1,000	2,000		2,267	
ACTIA 15	I-880/Route 92/Whitesell Drive Interchange	14,432			14,432				
ACTIA 18B	Westgate Parkway Extension	2,285		2,285					
ACTIA 25	Dumbarton Corridor Improvements (Newark and Union City)	16,204		2,000	2,000	4,000		8,204	
ACTIA 26	I-580 Corridor/BART Livermore Studies	2,132		2,132					
ACTIA 27	Emerging Projects	6,201	1,500	1,500	1,500	1,500	1,500	201	
<b>ACTIA Measure B Totals</b>		<b>\$ 61,571</b>	<b>\$ 3,000</b>	<b>\$ 13,917</b>	<b>\$ 20,932</b>	<b>\$ 10,956</b>	<b>\$ 12,766</b>		

**ACTIA Notes:**

- The amounts shown per FY represent the maximum amount of ACTIA Measure B assumed to be allocated by the ACTC in the FY shown. ACTIA Measure B funds are allocated to make them available for encumbrance by project phase. The encumbrance includes constraints related to eligible costs and the timing of expenditures. Future allocations for project development phase costs, e.g. Scoping, PE/Env, and PS&E, are assumed to be expended over two FY's: 50% in the FY of allocation; and 50% in the FY following the FY of allocation. Future allocations for capital phase costs, e.g. Construction and Right of Way are assumed to be expended over three FY's: 30% in the FY of allocation; 40% in the FY following the FY of allocation; and 30% in the third FY. These allocation assumptions lead to cashflow assumptions that are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall ACTIA Capital Program from a financial perspective. Each future allocation shown is reviewed and the correlating cashflow assumptions are adjusted as deemed appropriate based on the project and phase specific conditions. Before future allocation requests that exceed the maximum amounts shown, or that require an accelerated cashflow assumption, can be approved, the program-wide cashflow model will need to be revisited, and possibly recalibrated.