

**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 Six of the projects are complete, and one was superseded.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.

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### **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.

- **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.

- **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.

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## Memorandum

**DATE:** May 12, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**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 the 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..

### 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 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

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**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

Attachment C

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

**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

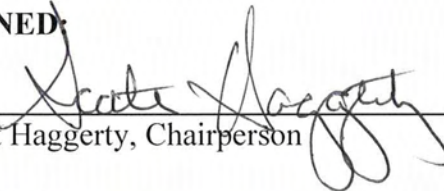
**BE IT FURTHER RESOLVED**, that the ACCMA Board intends to program additional STIP funding, up to \$4 million collectively, in the 2010 and 2012 STIPs for transportation enhancements along and in the vicinity of the Route 24 corridor in Oakland to effectuate certain provisions of the above-referenced 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



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

Attachment D

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
RESOLUTION 08-018**

**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 Wiekowski

**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

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

**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:**

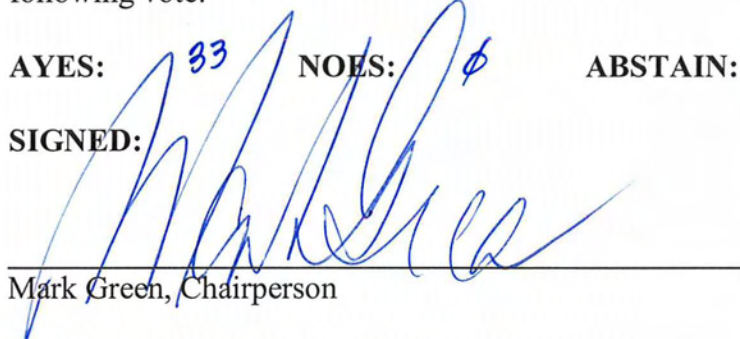
0

**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:** May 12, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**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.

### **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, or 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

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 draft programming recommendation for the remaining balance will be brought to the Committees and Board in July.

**Attachment**

Attachment A: Final FY 2011/12 TFCA Program Recommendation

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

**Attachment A**

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 55th 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>	
				Remaining Balance			\$ 637,606	

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Balance	Draft Cost-effectiveness (TFCA \$/ton)	Amount Recommended	Notes
<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>	
				Remaining Balance			\$ (14,050)	

**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:** May 12, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

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

**Recommendation**

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>	
<b>ACTA Notes:</b>						
1. The amounts shown as expended during FY 10/11 includes a forecast through June 30, 2011.						
2. 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.						
3. 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**

<b>Table A-2: ACTIA Measure B Commitment Summary (\$ x 1,000)</b>					
	<b>Total Measure B Commitment</b>	<b>Total Allocated Prior to FY 10/11</b>	<b>Allocations Approved During FY 10/11</b>	<b>Total Amount Allocated Through FY 10/11</b>	<b>FY 11/12 Beginning Programmed Balance</b>
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**

<b>Table A-2: ACTIA Measure B Commitment Summary (\$ x 1,000)</b>					
	<b>Total Measure B Commitment</b>	<b>Total Allocated Prior to FY 10/11</b>	<b>Allocations Approved During FY 10/11</b>	<b>Total Amount Allocated Through FY 10/11</b>	<b>FY 11/12 Beginning Programmed Balance</b>
ACTIA 14A I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	2,500	2,500	0	2,500	\$ -
ACTIA 14B I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	2,686	2,686	0	2,686	\$ -
ACTIA 14C I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	7,843	5,840	2,003	7,843	\$ -
ACTIA 15 I-880/Route 92/Whitesell Drive Interchange	27,037	1,105	11,500 <sup>1</sup>	12,605	\$ 14,432
ACTIA 16 Oakland Local Streets and Roads	5,278	5,278	0	5,278	\$ -
ACTIA 17A Hesperian Boulevard/Lewelling Boulevard Widening	578	578	0	578	\$ -
ACTIA 17B Hesperian Boulevard/Lewelling Boulevard Widening	686	686	0	686	\$ -
ACTIA 18A Westgate Parkway Extension (Wal-Mart to Williams Street)	7,918	7,918	0	7,918	\$ -
ACTIA 18B Westgate Parkway Extension	2,788	503	0	503	\$ 2,285
ACTIA 19 East 14th Street/Hesperian Boulevard/150th Street Improvements	1,030	1,030	0	1,030	\$ -
ACTIA 20 Newark Local Streets	1,422	1,422	0	1,422	\$ -
ACTIA 21 I-238 Widening	81,022	81,022	0	81,022	\$ -
ACTIA 22 I-680/I-880 Cross Connector Studies	1,233	1,233	0	1,233	\$ -
ACTIA 23 Isabel Avenue - Route 84/I-580 Interchange	26,529	26,529	0	26,529	\$ -
ACTIA 24 Route 84 Expressway	96,459	20,300	76,159 <sup>1</sup>	96,459	\$ -

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

<b>Table A-2: ACTIA Measure B Commitment Summary (\$ x 1,000)</b>						
		<b>Total Measure B Commitment</b>	<b>Total Allocated Prior to FY 10/11</b>	<b>Allocations Approved During FY 10/11</b>	<b>Total Amount Allocated Through FY 10/11</b>	<b>FY 11/12 Beginning Programmed Balance</b>
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>
<b>Notes:</b> <ol style="list-style-type: none"> <li>Allocation not approved at the time of this report (April 2011), but expected to be approved prior to June 30, 2011.</li> <li>Total Amount Allocated represents the amount available for encumbrance. Encumbered funds are available for expenditure.</li> <li>FY 2011/12 Beginning Programmed Balance represents the amount available for future allocation(s).</li> </ol>						

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

Table B-1: ACTA Measure B Remaining Commitments (\$ x 1,000)										
		Remaining ACTA Measure B Commitment Beginning FY 11/12	Remaining Commitment per FY (Note 1)							
Proj. No.	Project Title		FY 11/12	FY12/13	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
			\$ 51,800	\$ 51,200	\$ 31,524	\$ 750	\$			500
ACTA Notes:										
1. 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 recalculate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.										
2. The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way 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**

<b>Table B-2: ACTIA Measure B Allocation Plan (\$ x 1,000)</b>									
<b>Proj. No.</b>	<b>Project Title</b>	<b>FY 2011/12 Beginning Programmed Balance</b>	<b>Allocation Amount per FY (Note 1)</b>					<b>FY 15/16</b>	
			<b>FY 11/12</b>	<b>FY 12/13</b>	<b>FY 13/14</b>	<b>FY 14/15</b>	<b>FY 15/16</b>		
ACTIA 1	ACE Capital Improvements	9,594	1,500	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	201		
<b>ACTIA Measure B Totals</b>			<b>\$ 3,000</b>	<b>\$ 13,917</b>	<b>\$ 20,932</b>	<b>\$ 10,956</b>	<b>\$ 12,766</b>		
<b>ACTIA Notes:</b>									
<p>1. 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&amp;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.</p>									