

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

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

AC Transit
Director
Greg Harper

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

City of Alameda
Mayor
Beverly Johnson

City of Albany
Vice Mayor
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Laurie Capitelli

City of Dublin
Mayor
Tim Sbranti

City of Emeryville
Mayor
Ruth Atkin

City of Fremont
Vice Mayor
Robert Wieckowski

City of Hayward
Councilmember
Olden Henson

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
Vice Mayor
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green, Chair

Executive Director
Arthur L. Dao

Monday, October 11, 2010
12:15 P.M. or immediately
following the Planning, Policy,
and Legislation Committee
(PPLC) Meeting, whichever
occurs later

1333 Broadway, Suite 300
Oakland, California 94612

Members:

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

Staff Liaisons: Matt Todd
Ray Akkawi

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

AGENDA

*Copies of Individual Agenda Items are Available on the
Alameda CTC Website – www.alamedactc.org*

1 PUBLIC COMMENT

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make their desire known to the Chair.

2 CONSENT CALENDAR

- 2A. Minutes of September 9, 2010 – page 1**
2B. Review of Upcoming MTC Local Street and Road Needs, Revenue and Performance Survey – page 7

3 PROGRAMS

- 3A. Approval of Funding Assistance for the Alameda County Public Works Agency Stanley Boulevard Safety and Streetscape Project – page 9**

A

A/D

- 3B. Approval of Project Study Report / Project Initiation Document (PSR/PID)
Priority List for Alameda County: Current and Projected Work Program – page 17**
- 3C. Approval of Programming of the FY 2010/11 TFCA Program
Remaining Balance – page 27**
- 3D. Approval of TFCA Program Expenditure Deadline Extension Requests:**
 - 3D.1 BART – Electronic Bicycle Lockers, TFCA Projects 07ALA06 and 08ALA02 – page 29**
 - 3D.2 Alameda CTC – Webster Street Corridor Enhancements,
TFCA Project 08ALA01 – page 35**
 - 3D.3 City of Berkeley – 9th Street Bicycle Boulevard, TFCA Project 08ALA03 – page 39**
- 3E. Approval of Monitoring Reports:**
 - 3E.1 State Transportation Improvement (STIP) Program At Risk Report – page 43**
 - 3E.2 Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ)
Program At Risk Report – page 49**
 - 3E.3 CMA Exchange Program Quarterly Status Report – page 63**
 - 3E.4 Transportation for Clean Air (TFCA) Program At Risk Report – page 67**
 - 3E.5 Transit Oriented Development Quarterly Progress Report,
Transportation and LandUse Program – page 73**
- 3F. Authorization to Extend Four Measure B Grant Agreement End Dates – page 81**

4 PROJECTS A/D

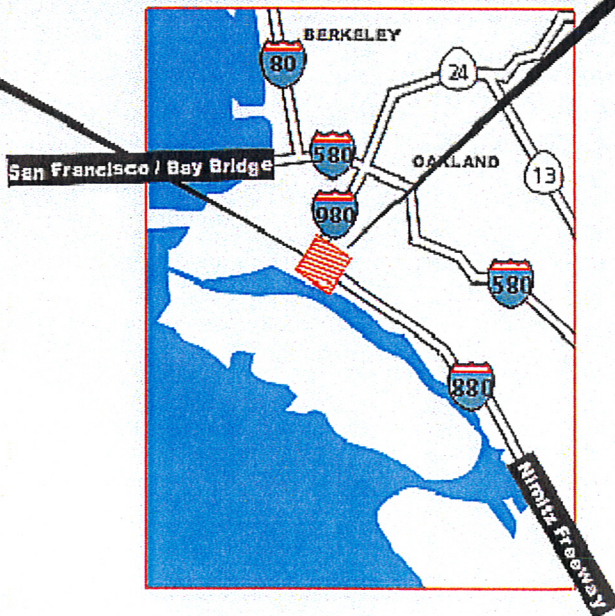
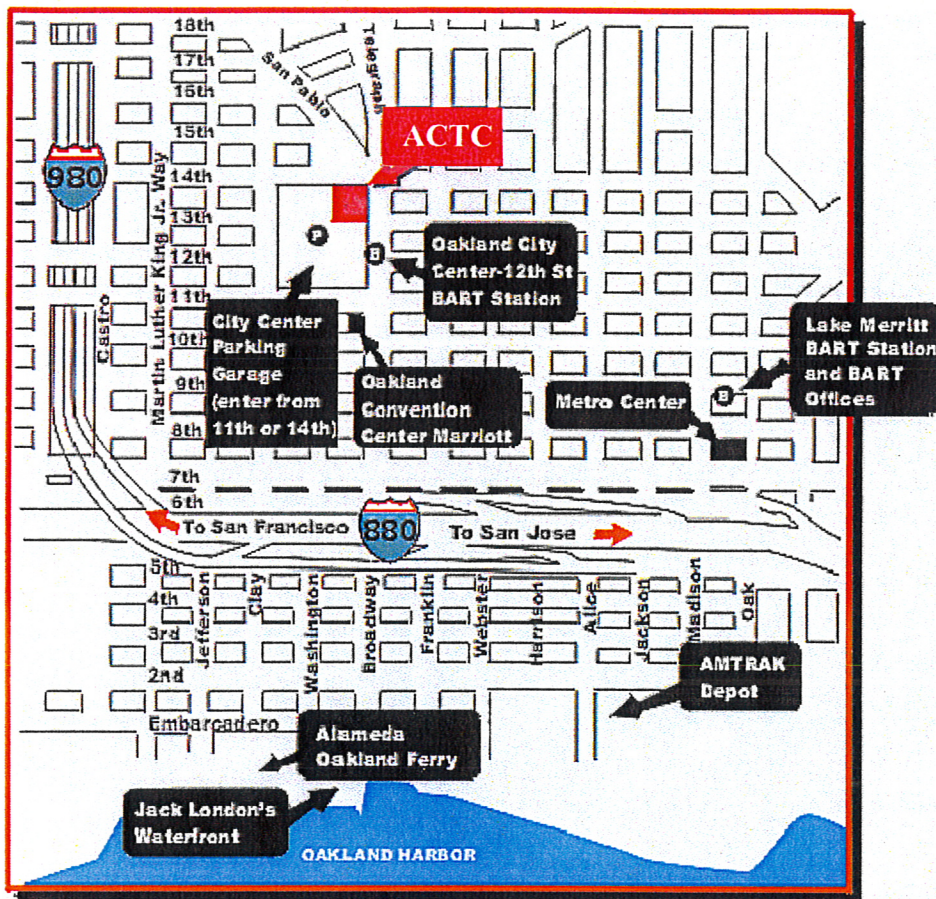
- 4A. Acceptance of Semi-Annual Capital Projects Status Update – page 83**

5 STAFF AND COMMITTEE MEMBER REPORTS I

6 ADJOURNMENT/NEXT MEETING: NOVEMBER 8, 2010

Key: A – Action Item; I – Information Item; D - Discussion Item
(#) All items on the agenda are subject to action and/or change by the Committee

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



Public Transportation Access

BART: City/Center 12th
Street Station

AC Transit:
Lines 1, 1R, 11, 12, 13, 14,
15, 18, 40, 51, 63, 72, 72M,
72R, 88, 314, 800, 801,
802, 805, 840

Auto Access

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

Glossary of Acronyms

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

**Alameda County Transportation Commission
PROGRAMS AND PROJECTS COMMITTEE**

MINUTES OF SEPTEMBER 9, 2010

Chair Green convened the meeting at 12:30 PM.

1.0 PUBLIC COMMENT

There was no public comment.

2.0 CONSENT CALENDAR

2.1 Deputy Director's Report

A motion to approve the consent calendar was made by Councilmember Freitas; a second was made by Supervisor Haggerty. The motion passed 7-0.

3.0 PROGRAMS

3.1 Approval of ACTC Sponsorship for the SR2S Regional Application for the BikeMobile Project and Funding Strategy

Tess Lengyel requested the Committee to recommend that the Commission to approve Alameda CTC Resolution 10-003 approving the public sponsor role for the Safe Routes to School Competitive Grant Application for "The BikeMobile" project, and to commit up to \$65,000 in matching funds, for the \$500,000 request from MTC's Safe Routes to School competitive grant program. Supervisor Haggerty commented that he would like this to be a countywide project and staff assured him that it is. After some discussion, a motion to approve staff recommendation was made by Vice Mayor Wieckowski; a second was made by Councilmember Reid. The motion passed 7-0.

3.2 Review and Comment on Projects Proposed for the FY 2010/11 Transportation Fund for Clean Air (TFCA) Remaining Program Balance

Jacki Taylor discussed the proposed projects for the FY 2010/11 TFCA Remaining Program Balance. This item was for information only.

4.0 PROJECTS

4.1 East 14th Street/Hesperian Boulevard/150th Street Intersection Improvements (ACTIA 19) – Approval of Amendment No. 2 to the Project Specific Funding Agreement with the City of San Leandro for Right-of-Way Support and Capital Phase

Arun Goel requested the Committee to recommend that the Commission approve Amendment No. 2 to the Project Specific Funding Agreement with the City of San Leandro for right-of-way and capital phase. A motion to approve staff recommendation was made by Councilmember Reid; a second was made by Councilmember Freitas. The motion passed 7-0.

4.2 I-680/I-880 Cross Connector Studies (ACTIA 22) – Approval of Amendment No. 3 to the Project Specific Funding Agreement with the Alameda County Congestion Management Agency (ACCMA) for project scoping work

Stefan Garcia requested the Committee to recommend that the Commission approve Amendment No. 3 to the Project Specific Funding Agreement with the ACCAM for project scoping work. A motion to approve staff recommendation was made by Vice Mayor Wieckowski; a second was made by Supervisor Miley. The motion passed 7-0.

4.3 Webster Street SMART Corridor - Approval of amendments to the funding agreements with the City of Alameda and the Metropolitan Transportation Commission (MTC) for the Webster Street SMART Corridor Project

Cyrus Minoofar requested the Committee to recommend that the Commission approve the amendments to the funding agreements with the City of Alameda and the MTC for the Webster Street SMART Corridor Project. A motion to approve staff recommendation was made by Councilmember Reid; a second was made by Vice Mayor Javandel. The motion passed 7-0.

4.4 I-880 Southbound HOV Lane Widening Project - Approval of Resolution 10-004 Authorizing the Executive Director to Execute Contracts for I-880 Southbound HOV Lane Widening Project

Matt Todd requested the Committee to recommend that the Commission approve Resolution 10-004 Authorizing the Executive Director to Execute Contracts for I-880 Southbound HOV Lane Widening Project. A motion to approve staff recommendation was made by Vice Mayor Javandel; a second was made by Vice Mayor Wieckowski. The motion passed 7-0.

5.0 STAFF AND COMMITTEE MEMBER REPORTS

5.1 Route 238 Corridor Improvement Project Groundbreaking Ceremony on September 2, 2010

Chair Mark Green was pleased to state that the groundbreaking ceremony for the Route 238 Corridor Improvement Project held on September 2nd was well attended.

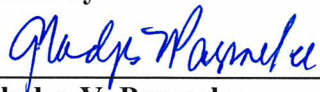
Arthur Dao invited the Committee members to the retirement party for Christine Monsen and Dennis Fay on October 8th. He also invited them to the Focus on the Future Conference on November 14-16 and requested them to inform him or Gladys Parmelee if they are interested to attend. He added that Chair Green will be in a panel on the Vehicle Registration Fee, while Vice Chair Haggerty will participate in a panel on Hot Lanes.

Tess Lengyel invited the Committee to the following events: I-680 Sunol ribbon cutting on September 16th; I-580 Redwood Road Project ribbon cutting on September 20th; and the North County Transportation Forum on October 21st which will be held at the ACTIA offices. She also enjoined the Committee members to participate in the educational efforts on the Vehicle Registration Fee measure.

6.0 ADJOURNMENT/NEXT MEETING: OCTOBER 14, 2010

Chair Green adjourned the meeting at 1:12 PM..

Attest by:



Gladys V. Parmelee
Interim Clerk of the Commission

PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

September 9, 2010

11:00 a.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair : Greg Harper – AC Transit	<i>GH</i>	Rocky Fernandez – AC Transit	
Vice Chair: Olden Henson – City of Hayward	<i>OH</i>	Marvin Peixoto – City of Hayward	
Members:			
Scott Haggerty – County of Alameda, District 1	<i>SH</i>		
Keith Carson – County of Alameda, District 5		Kriss Worthington – City of Berkeley	<i>Kriss W</i>
Marshall Kamena – City of Livermore		Michael Gregory – City of San Leandro	
Jennifer Hosterman – City of Pleasanton		Robert Franklin - BART	
Joyce Starosciak – City of San Leandro	<i>JS</i>	Tony Santos – City of San Leandro	
Mark Green – City of Union City	<i>MG</i>		
LEGAL COUNSEL			
Zack Wasserman – WRBD	<i>Pamela Schrock Montzger</i>		
Neal Parish – WRBD			
Geoffrey Gibbs - GLG			
STAFF		STAFF	
Arthur L. Dao – Executive Director	<i>AD</i>	Anees Azad – Manager of Finance & Admin.	<i>AA 9/9/10</i>
Gladys Parmelee – Exec. Asst & Clerk of the Commission	<i>GP</i>	Ray Akkawi – Manager of Project Delivery	
Frank R. Furger - Chief Deputy Director		Beth Walukas – Manager of Planning	<i>FW</i>
Dick Swanson - Director of Finance & Administration		Cyrus Minoofar - Manager of ITS	<i>CM</i>
Tess Lengyel – Programs & Public Affairs Manager	<i>TL</i>	Matt Todd - Manager of Programming	

STAFF	Initials	STAFF	Initials
Yvonne Chan – Accounting Manager		Christina Muller –Administrative Manager	
Bijan Yarjani – Senior Transportation Engineer		Lei Lam – Senior Accountant	
Steve Haas – Senior Transportation Engineer		Keonnis Taylor – Programs Coordinator	KA
John Hemiup – Senior Transportation Engineer		Arun Goel – Associate Transportation Engr.	AKG
Saravana Suthanthira, Senior Transportaion. Planner		Linda Adams – Executive Assistant	
Diane Stark, Senior Transportation Planner	DS	Liz Brazil – Contracts Administrator	
Vivek Bhat - Associate Transportation Engr.		Jacki Taylor – Engineering Staff Assistant	

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Katie Benouar	Caltrans District 4	(510)286-5578	kbenouar@dot.ca.gov
2.	Stefan Garcia	PCT	510 267 6127	sgarcia@actia2022.com
3.	Dawn Argue	Alb. Co. Bost#1	925-551-6995	dawn.argue@acgov.org
4.	Marion Ann Powers	PAPCO	510-979-9660	∅
5.	Betty Mulholland	PAPCO/HAWB	510 325 0703	fabulous29@yahoo.com
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Memorandum

DATE: September 28, 2010

TO: Programs and Projects Committee

FROM: Vivek Bhat, Senior Transportation Engineer

SUBJECT: **Review of Upcoming MTC Local Street and Road Needs, Revenue and Performance Survey**

Recommendations:

This is an informational item and no action is requested.

Summary:

MTC is planning to release the Biennial Local Street and Road Needs, Revenue and Performance Survey in mid- October 2010. The survey results will be used to inform the upcoming regional long-range plan, as well as to determine each jurisdiction's share of federal funding that comes through MTC for Local Street and Road maintenance.

Background:

Every two years, MTC conducts a survey to determine the maintenance needs, available revenues and resulting funding shortfalls that exist on the region's Local Streets and Roads. The survey also informs MTC on how jurisdictions are performing in regard to the preventive maintenance of their roadways. The results of the survey are used to inform long range regional planning efforts, and expected to be used to calculate each jurisdiction's share of future federal funding that flows through MTC for Local Street and Road maintenance.

MTC will be conducting the survey again this October. Even though many jurisdictions have participated in the recent Statewide Needs Assessment Survey, it is important that every jurisdiction completes this regional survey as well. It is MTC's goal to achieve better coordination between the statewide and the regional survey efforts in the future; however, the information being collected at this time varies enough to require two separate surveys.

MTC intends to send out a draft version of the survey in the fourth week of September 2010 to allow jurisdictions to provide input to streamline the survey. The actual survey will be distributed in mid-October with a completion due date of December 31, 2010. A workshop for interested parties is proposed on November 29th from 1.00 pm to 4.00 pm.

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Memorandum

DATE: September 28, 2010
TO: Programs and Projects Committee
FROM: Matt Todd, Manager of Programming
SUBJECT: **Approval of Funding Assistance for the Alameda County Public Works Agency Stanley Boulevard Safety and Streetscape Project**

Recommendations:

It is recommended that the Alameda CTC Board approve the proposed strategy to assist the County of Alameda Public Works Agency (County PWA) with an identified shortfall of \$3.582 million for the Stanley Boulevard Safety and Streetscape Project (Project). The strategy is a combination of new funding for the project and a loan with deferred payments.

Summary/Background:

The County PWA awarded the Project on July 27, 2010. The engineers estimate for the Project and the funds identified by the County PWA to fund the Project are \$11 million. The low bid received was \$14.532 million. A shortfall of \$3.582 million has been identified. The County PWA has requested assistance from the Alameda CTC to address the \$3.582 million shortfall.

The Project will construct roadway improvements on Stanley Boulevard between the Cities of Pleasanton and Livermore. The improvements will include items such as bike lanes, curbs and gutters, median reconstruction, traffic signal modifications, pathway construction, landscaping, streetscape, and underground utilities.

Staff proposes to assist the County PWA with the identified shortfall of \$3.582 million. The assistance would include:

Additional funding for Project	\$1.500 million
Loan	<u>\$2.082 million</u>
TOTAL	\$3.582 million

The County PWA staff also identified a need for \$1.453 million for contingency and possible supplemental work. The aforementioned funding plan addresses the funding shortfall for the base Project contract. The County PWA will be responsible for identifying any additional funding required for supplemental work and/or contingency needs for the project.

The County PWA has partnered with the ACCMA in the past in fund exchange arrangements as well as CMA TIP programming. The CMA Exchange (revenue side) and CMA TIP (project funding side) programs were established to provide local funding to projects, or phases of projects, which would be subject to delay and/or significant cost impacts if more restrictive regional, state or federal funds were used in lieu of local funding.

The County PWA committed to provide local funds in exchange for federal funds for the Vasco Road Improvements project(s). The exchange provided the County PWA with \$9.35 million of federal STP funds in return for \$8.728 million of local funds. Commitments have been made by the CMA Board, through the CMA TIP program, to other projects within Alameda County based on the receipt of these funds. The payment of the funds from the County PWA to the ACTC has not been initiated and an executed exchange agreement is pending. Attachment B provides additional information on the history of the initial exchange in 2008.

Based on the existing exchange commitment between the ACTC and the County PWA, staff proposes the following strategy to provide assistance to the County PWA with the identified shortfall of \$3.582 million.

STEP 1: Additional funding for Project: \$1.5 million

- The County PWA received \$9.35 million in federal funds as part of an exchange arrangement.
 - The County PWA agreed to pay the ACTC local funds in the amount of \$8.728 million through the exchange arrangement
- Staff recommends the County PWA receive \$1.5 million in relief from repayment of exchange funds to ACTC, resulting in the repayment being reduced from \$8.728 million to \$7.228 million and therefore providing the proposed additional funding to the County PWA.

STEP 2: Loan: \$2.082 million

- The remainder to the funding assistance is proposed through the deferment of exchange payments due to the ACTC.
 - The County PWA is required to pay the ACTC \$7.228 million (see STEP 1 above).
 - Staff recommends that repayment of \$2.082 million (of the \$7.228 million) be paid to the ACTC on a deferred basis as follows:
 - \$250K per year for 5 years
 - First payment due June 30, 2011 and last payment June 30, 2015
 - Assumed Present Value of \$1.128 million (at 3.5%)
 - \$1.135M with the final annual payment
 - Payment due June 30, 2015
 - Assumed Present Value of \$.954 million (at 3.5%)
- The County PWA will be required to pay the remainder of the modified exchange commitment of \$5.146 M (\$7.228 million less \$2.082 million) based on the terms of a standard exchange agreement.

- The standard exchange agreement bases repayment on the timing of the reimbursement of the federal funds. In effect the repayment is based on project schedule.

The proposed strategy is contingent on the execution of all the Exchange Agreement(s) formalizing the above assumptions.

Fiscal Impacts:

The proposed funding arrangement would reduce the amount of funds anticipated from a CMA Exchange with County PWA, and effectively reduce the programming capacity by the amount of \$1.5 million. The proposed funding arrangement will also defer the receipt of funds by the ACTC used to fund CMA TIP commitments. The CMA TIP program can accommodate the proposed revisions to the program assumptions.

Attachments:

- Attachment A – Letter Requesting Funding Assistance from Alameda County Public Works Agency
- Attachment B - Alameda CTC - County PWA Vasco Road Project Fund Exchange Summary

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COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY
 399 Elmhurst Street • Hayward, CA 94544-1307
 (510) 670-5480

August 31, 2010

Dennis Fay
 Executive Director
 Alameda County Congestion Management Agency
 1333 Broadway, Suite 220
 Oakland, CA 94612

Dear Mr. Fay:

Subject: Funding Request for the Stanley Boulevard Safety Project

This letter is to request the reallocation of \$5.73 million in CMA TIP funds to the Stanley Boulevard Safety Improvement Project. Specifically, I am requesting relief from repayment of the exchanged federal funds that were allocated for the Vasco Road Safety Improvement Project.

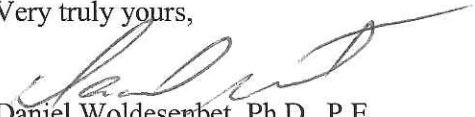
With the completion of Phase I of the Vasco Road Safety Improvement Project and the commitment made to deliver the Stanley Boulevard Safety Project, another regionally significant project in eastern Alameda County, the Public Works Agency had to reallocate the \$5.73 million of exchange funds to the Stanley Boulevard project. If required to reimburse the Alameda County Congestion Management Agency (ACCMA) \$5.73 million for the exchanged federal monies with the Metropolitan Transportation Commission (MTC), Stanley Boulevard would be underfunded. Therefore, I am requesting ACCMA to allocate the \$5.73 million to the Stanley Boulevard Project, a qualifying project for the funds.

Stanley Boulevard, carrying approximately 30,000 vpd, functions as a regionally significant arterial roadway which would qualify for both STP and STIP funding. The project will improve safety for all users, provide pedestrian, bicycle, and transit facilities, extend the life of the existing infrastructure, and include extensive landscaping treatments which will enhance air and water quality. The pedestrian and bicycle improvements along the portions of Stanley Boulevard within the Cities of Livermore and Pleasanton are discontinuous along the County's portion – the project will provide the needed continuity of facilities.

The timing and readiness of the Vasco Road project provided an opportunity to exchange federal funds for CMA TIP funds. The use of CMA TIP funding for Stanley Boulevard would be an ideal application of the ACCMA local funds, primarily to advance project delivery for locally sponsored projects.

I would appreciate your support for the reallocation of the \$5.73 million in CMA TIP monies to the Stanley Boulevard project. If you have any questions, please contact me at (510) 670-5455.

Very truly yours,


 Daniel Woldesenbet, Ph.D., P.E.
 Director of Public Works

AC:pr

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Alameda County Transportation Commission (Alameda CTC)-Alameda County Public Works Agency (County PWA) Vasco Road Project Fund Exchange Summary

The exchange for the subject project was approved by the CMA Board in January 2008.

The County PWA committed to exchange local funds for federal funds for the Vasco Road Improvements project(s). The exchange provided the County PWA with \$9.35 million of federal STP funds in return for \$8.728 million of local funds to be paid to the ACTC by County PWA. Commitments have been made by the CMA Board, through the CMA TIP program, based on the receipt of these funds. The payment of the funds from the County PWA to the ACTC has not been initiated.

Key projects/factors/issues that played a role in the exchange included:

- The region (through MTC) had committed a sizable amount of federal CMAQ funds to Golden Gate Bridge related projects. The Golden Gate Bridge project scope was not eligible for federal CMAQ funds. MTC was pursuing fund exchange opportunities to convert the federal CMAQ funds to STIP funds.
- The CMA had a combination of federal STP funds and STIP funds programmed to CMIA projects on I-80, I-580 and I-880. Federal STP funds are eligible for more project types than federal CMAQ funds. These projects were also eligible to use federal CMAQ.
- The County PWA was the sponsor of the Vasco Road Safety project, with a funding package that included over \$9 million in local funds. The local funds included funding from the County PWA sources as well as local funding from partner agencies in Contra Costa County, which would not be available prior to the project's scheduled construction. This project was eligible for federal STP funds.
- The exchange allowed for the adjustment of funds between projects and better matching the project scopes to fund sources.
- As a result of the exchange:
 - The I-80, 580 HOV Lane, and I-880 HOV Lane Projects have advanced with federal CMAQ and local funds in place of federal STP or STIP funds
 - The Vasco Road Safety Project has advanced with federal STP funds in place of local funds
 - The County PWA has started project construction using federal funds, but not yet paid any local funds to the ACTC (through the exchange).
 - The federal STP funds have provided funding prior to all local funds being available from Contra Costa County.
 - The County PWA received more federal funds than they are required to pay back (through the exchange agreement).
 - The local funds provided through the subject exchange have been committed to advance other projects.
 - The Golden Gate Bridge project, which accepted \$12 million of STIP funds, has not received a CTC vote yet.

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Memorandum

DATE: September 28, 2010

TO: Programs and Projects Committee

FROM: Vivek Bhat, Senior Transportation Engineer

SUBJECT: **Approval of Project Study Report / Project Initiation Document (PSR / PID) Priority List for Alameda County: Current and Projected Work Program**

Recommendations:

It is recommended that the Alameda CTC Board approve the current FY 2010/11 PSR / PID Workplan and the 3-year look ahead PSR / PID priority list for Alameda County (FY 2011/12, 2012/13 and 2013/14). ACTAC is scheduled to consider this item on October 5, 2010.

Summary:

Caltrans has requested the Alameda CTC to provide updates to the current FY 2010/11 PSR / PID Workplan and the 3-year look ahead PSR / PID priority list for Alameda County (FY 2011/12, 2012/13 and 2013/14). At the September 2010 meeting, ACTAC members were requested to provide updates to the attached lists and complete fact sheets for projects listed in FY 2010/11.

Background:

A Project Study Report / Project Initiation Document (PSR / PID) is a document that details a scope, cost and schedule of a proposed project and is required to be completed prior to receiving programming in the STIP. Caltrans may act as the lead agency or provide quality assurance / oversight services for projects wherein local agencies act as the lead agency.

Caltrans has requested the Alameda CTC to provide updates to the current FY 2010/11 PSR / PID Workplan and the 3-year look ahead PSR / PID priority list for Alameda County (FY 2011/12, 2012/13 and 2013/14). At the September meeting, ACTAC members were requested to provide updates to the current and 3-year look ahead workplans and complete fact sheets for projects listed in FY 2010/11. The lists with ACTAC comments are attached to the memo. (Attachment A & B)

ACTAC is scheduled to consider this item on October 5, 2010. Any changes recommended by the ACTAC will be handed out at the PPC meeting. A final list will be transmitted to Caltrans upon approval of the Commission.

Attachments:

Attachment A - FY 2010/11 PSR / PID Workplan

Attachment B - 3-year look ahead PSR / PID list (FY 2011/12, 2012/13 and 2013/14)

Attachment C - Fact Sheet Template

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Office of
Projects/Plan
Coordination

Alameda County - NonSHOPP Project Initiation Documents (PID)

FY 2010/11

(1) LEAD or QA?	(3) County	(4) Route	(5) Begin Postmile	(6) End Postmile	(8) Improvement Description	(9) Location	(13) Project Cost with Support (\$M)	(16) Estimated PID Completion Date (Month/Year)	(20) Type of PID	(21) Type of Environmental Document	(35) PID Initiation Date (Month/Day/Year)	(36) Work Program Status (HQ edited)	Project Sponsor	(43) District/OPPC Comments
QA	ALA	080	6.3	6.8	Roundabout	Gilman St I/C in Berkeley	9.0	12/2011	PSR	TBD	3/4/2004	Carryover	ACCMA	Local fund RTP No 21144
QA	ALA	880	23	23.3	I/C reconstruction	Marina Blvd in San Leandro	32.5	12/2010	PSR	ND/FONSI	2/18/2009	Carryover	City of San Leandro and ACCMA	Local fund RTP No 230066
QA	ALA	580	R8.3	R21.4	Crack and seat, and AC overlay	On WB from 0.06 mile west of Greenville Road UC in Livermore to 0.21 mile west of San Ramon Road/Foothill Road OC in Pleasanton	45.1	08/2010	PSSR	CE	5/26/2010	Carryover	Caltrans	
QA	ALA	880 260	31.1 0.0	32.4 2.0	Modify access ramps	Washington, Market, Martin Luther King and Posey/Webster Tubes in	106.0	10/2010	PSR	EIR/EIS	1/16/2009	Carryover	City of Oakland ACTIA	Local fund RTP No. 98207
QA	ALA	185	TBD	TBD	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C	9.0	04/2011	PSR	CE	4/1/2009	New	Alameda County Redev. Agency	Local fund
QA	ALA	262	0.0	1.1	I-680 I/C improvement, Rt 262 roadway improvement, and Rt 262/Warm Springs Blvd Intersection improvement	Rte 262 (Mission Blvd) between I-680 and I-880 in Fremont	10.0	06/2011	PSR	EIR	11/1/2010	New	City of Fremont and ACCMA	RTP No 94030

Office of
Projects/Plan
Coordination

Alameda County - NonSHOPP Project Initiation Documents (PID)

FY 2010/11

(1) LEAD or QA?	(3) County	(4) Route	(5) Begin Postmile	(6) End Postmile	(8) Improvement Description	(9) Location	(13) Project Cost with Support (\$M)	(16) Estimated PID Completion Date (Month/Year)	(20) Type of PID	(21) Type of Environmental Document	(35) PID Initiation Date (Month/Day/Year)	(36) Work Program Status (HQ edited)	Project Sponsor	(43) District/OPPC Comments
QA	ALA	580	34.8	35.3	Operational Improvements at EB I-580 106th Ave Off-ramp	I-580 @106th Ave Off-ramp	10.0	2011	PSR	TBD	1/1/2011	New	Caltrans/ ACCMA/ Oakland	Fund by local
QA	ALA	580	TBD	TBD	Ramp modifications Strobridge/Castro Valley I/C	Strobridge/Castro Valley	21.0	2014	PSR	ND/FONSI	1/1/2011	New	Alameda County	Fund by LATIP
QA	ALA	238 580 880	Var	Var	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	32.5	2011	SEMP	CE/CE	10/1/2010	New	Caltrans/ ACCMA	RTP No 230091 Fund by LATIP
QA	ALA	580	R8.3	21.4	Convert I-580 WB HOV Lane to Express (HOT) Lane	WB from west of Greenville in Livermore to west of Foothill/San Ramon in Pleasanton	19.8	2011	PSR	IS/EA	12/1/2010	New	ACCMA	RTP No. 230665
QA	ALA	185	3.6	3.9	Intersection Improvements: Adding lane, signal modification	E. 14th St/Hesperian Blvd, and E. 14th St/150th Ave	3.1	Mar-11	TBD	TBD	10/1/2010	New	City of San Leandro and ACTIA	RTP No. 21451

Office of

**ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14**

No. of Project	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Project Sponsor	
Proposed FY 11/12 PID Work Plan																		
1	QA	ALA	84 680	TBD	TBD	Widening for auxiliary lanes, HOV/HOT lane.	Widen SR-84 from Pigeon Pass to I-680. SB I-680 aux lane from SR-84 to Andrade. NB I-680 HOV/HOT lane from Alameda Creek to SR 84	TBD	TBD	TBD	TBD	TBD	TBD	RTP No. 230244	TBD		2011/12	ACCMA
2	QA	ALA	92	TBD	TBD	Industrial Blvd I/C reconstruction	Hayward	6.0	TBD	2014	PSR	ND/ FONSI	2016	N	SR - 238 LATIP		2011/12	Hayward
3	QA	ALA	92	TBD	TBD	Clawiter I/C modification	Hayward	52.0	TBD	2014	PSR	ND/ FONSI	2016	RTP No. 21093	SR - 238 LATIP		2011/12	Hayward
4	QA	ALA	880	TBD	TBD	Industrial Parkway West I/C	Hayward	41.0	TBD	2012	PSR	ND/ FONSI	2016	No. 230053 &	SR - 238 LATIP		2011/12	Hayward/ ACCMA
5	QA	ALA	680	TBD	TBD	Construct HOV/HOT lane and auxiliary lanes on northbound I-680 between Santa Clara County line and SR-84	Fremont	TBD	TBD	TBD	TBD	TBD	TBD	RTP No. 230099	TBD		2011/12	Caltrans
6	QA	ALA	580	39.9	TBD	Construct Noise Barrier along I-580 between 98th Ave. and Foothill Blvd.	Between 98th Ave. and Foothill Blvd.	TBD	TBD	TBD	NBSSR	TBD	TBD	RTP No. 98208	STIP		2011/12	Caltrans/ ACCMA/ Oakland
7	QA	ALA	580	39.8	39.9	Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	Between MacArthur Blvd. and Kingsland Place	TBD	TBD	TBD	NBSSR	TBD	TBD	RTP No. 98208	STIP		2011/12	Caltrans/ ACCMA/ Oakland

Office of

**ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14**

No. of Project	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Project Sponsor	
Proposed FY 11/12 PID Work Plan (continued)																		
8	QA	ALA	80	3.5	4.0	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	1.8	TBD	FY 11/12	PEER	PEAR	TBD	RTP No. 230108	Local	2011/12	Emeryville	
9	QA	ALA	185	1.2	3.7	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits	TBD	TBD	FY 11/12	PSR	TBD	TBD	N	Local	2011/12	Alameda County Public Works Agency	
10	QA	ALA	880 238 84,9 2	Var	Var	Improve mobility	Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92.	TBD	TBD	FY 11/12	TBD	TBD	TBD	RTP No. 21002	SR-84 LATIP	2011/12	TBD	
11	QA	ALA	238	10.5	11.1	Operational Improvements & Safety	SR-238(Mission Bld Improvements in the vicinity of the EWC Project)	TBD	TBD	FY 11/12	TBD	TBD	TBD	RTP No. 21002	SR-84 LATIP	2011/12	TBD	
12	QA	ALA	880	17.6	18.3	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	32.5	TBD	FY 11/12	PSR	TBD	TBD	RTP No. 230052	SR-238 LATIP	2011/12	Caltrans/ ACCMA	
13	QA	ALA	880	13.7	14.5	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	19.5	TBD	FY 11/12	PSR	TBD	TBD	RTP No. 230054	SR-238 LATIP	2011/12	Caltrans/ ACCMA	

Office of

**ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14**

No. of Project	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Project Sponsor	
Proposed FY 12/13 PID Work Plan																		
1	QA	ALA	84	17.3	17.3	New roundabout	Intersection Niles Cayon Rd/Paloma Way and Pleasanton-Sunol Rd	1.1	TBD	TBD	PSR	ND/ FONSI	TBD	N	TBD	2012/13	Alameda County Public Works Agency	
2	QA	ALA	580	9.7	9.7	I/C modification	Vasco Rd I/C in Livermore	55.0	TBD	TBD	PSR	ND/ FONSI	TBD	RTP No.	TBD	2012/13	City of Livermore	
3	QA	ALA	880	TBD	TBD	Winton I/C reconstruction	Winton Ave. Hayward	25.0	TBD	2015	PSR	ND/ FONSI	2017	N	SR - 238 LATIP	2012/13	Hayward	
4	QA	ALA	880	TBD	TBD	I-880 / Whipple Road Interchange	Union City	13.5	TBD	2015	PSR	ND/ FONSI	2017	N	SR - 238 LATIP	2012/13	Union City	
5	QA	ALA	880	TBD	TBD	Extend NB HOV lanes from Hacienda to north of Washington and north of Washington to Hegenberger	San Leandro & Ala County	155.0	TBD	2014	PSR	ND/ FONSI	2018	RTP No. 230088	SR - 238 LATIP	2012/13	Caltrans/ ACCMA	
6	QA	ALA	238	TBD	TBD	Widen connector to NB 880	San Leandro	31.0	TBD	2015	PSR	ND/ FONSI	2018	RTP No. 230088	SR - 238 LATIP	2012/13	Caltrans/ ACCMA	
7	QA	ALA	880	TBD	TBD	Washington to Lewelling I/C reconstruction	San Leandro	31.0	TBD	2015	PSR	ND/ FONSI	2018	RTP No. 230088	SR - 238 LATIP	2012/13	Caltrans/ ACCMA	

Office of

**ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14**

No. of Project	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Project Sponsor	
Proposed FY 13/14 PID Work Plan																		
1	QA	ALA	880	18.0	18.6	West A St. I/C reconstruction	West A Street, Hayward	27.0	TBD	2014	PSR	ND/ FONSI	2018	RTP No. 230047	SR - 238 LATIP	2013/14	Caltrans/ ACCMA	
2	QA	ALA	680	TBD	TBD	SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between Alcosta and SR-84	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	ACCMA	
3	QA	ALA	680	TBD	TBD	NB HOV/HOT lane from SR-84 to Alcosta Blvd.	I-680 between Alcosta and SR-84	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	ACCMA	
4	QA	ALA	880	TBD	TBD	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont Newark Union City	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	Caltrans	
5	LEAD	ALA	580	TBD	TBD	Construct Noise Barrier along I-580 between 108th Ave and MacArthur Blvd in San Leandro / Oakland	Between 108th Ave and MacArthur Blvd	TBD	TBD	2013	NBSSR	TBD	TBD	RTP No. 98208	STIP	2013/14	Caltrans/ ACCMA/ San Leandro	

FACT SHEET

The purpose of this Fact Sheet is to obtain the necessary information that will assist the Department in determining the scope of oversight or lead work to be performed by the Department and in developing an estimation of necessary resources and schedule to complete the PID. The more data provided, the better the Department can fulfill this goal. Thank for your assistance.

Project priority:

Project EA:

Project Location – Please include the following applicable information:

- **Route(s)**
- **Postmiles**
- **County**
- **City**
- **Name of streets at overcrossings, undercrossings, intersections, etc that are locations of improvements or at the limits of the improvements.**

Project Description – Please include the following applicable information:

- **Basic project description**
- **Description of structures work**
- **Number of highway lanes impacted**
- **Description of any auxiliary lanes to be included in project**
- **Description of any HOV lanes to be included in project**
- **Description of highway traffic directions impacted**
- **Description of any anticipated nonstandard design features**
- **Description of ramp impacts**
- **Describe extent of State right of way impacts**

Project Purpose and Need:

Sponsoring Agency and Congestion Management Agency:

Fund Sources and fund amounts identified:

Project Capital Cost (estimated current year):

Type of PID:

Type of Environmental Document:

Tentative Schedule:

- PID start date
- PID Approval date
- Begin PA&ED
- Complete PA&ED
- Begin PS&E
- Complete PS&E
- Begin Construction

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

www.AlamedaCTC.org

Memorandum

DATE: September 28, 2010

TO: Programs and Projects Committee

FROM: Jacki Taylor, Programming Liaison

SUBJECT: **Approval of Programming of the FY 2010/11 Transportation Fund for Clean Air (TFCA) Remaining Program Balance**

Recommendations:

It is recommended that the Alameda CTC Board approve the programming of a remaining balance in the FY 2010/11 TFCA program of \$319,485. ACTAC is scheduled to consider this item on October 5th. The programming recommendation will be distributed at the meeting.

Summary:

The Board is requested to approve the staff recommendation for the programming of the \$319,485 FY 2010/11 TFCA remaining program balance. The FY 2010/11 TFCA program was originally approved by the Alameda CTC on July 22, 2010. Since that time a project proposed to receive \$319,485 was determined to be ineligible for TFCA funding and new projects were submitted for consideration. To date, the required TFCA cost-effectiveness evaluation for these projects has not been completed, but the final staff recommendation will be distributed at the meeting. Any funds that remain unprogrammed as of December 6, 2010 will be reclaimed by the Air District.

Background:

The FY 2010/11 TFCA program was approved by the Alameda CTC on July 22, 2010. Since that time Oakland's Broadway Signal Interconnect project that was proposed to receive \$319,485 through the FY 2010/11 program has been determined to be ineligible for TFCA funding. This amount needs to be programmed by December 6, 2010 or it will be reclaimed by the Air District.

On August 18th a request was emailed to ACTAC for projects to be submitted for consideration for the available \$319,485 balance. Sponsors were requested to submit projects by August 26th. A summary of the proposed projects was presented as an information item to the Committees and Board in September. At this time, the evaluation of the proposed projects for TFCA program eligibility and cost-effectiveness continues. A staff recommendation for programming the \$319,485 will be distributed to ACTAC at its October 5th meeting and is scheduled to be presented to the Alameda CTC Board for final approval in October 2010.

Attachments:

The programming recommendation will be distributed at the meeting.

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Memorandum

DATE: September 28, 2010

TO: Programs and Projects Committee

FROM: Jacki Taylor, Programming Liaison

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request: BART Electronic Bicycle Lockers, TFCA Projects 07ALA06 and 08ALA02**

Recommendations:

It is recommended that the Alameda CTC Board approve the request by BART for a one-year extension to the expenditure deadline for TFCA projects 07ALA06 and 08ALA02, Electronic Bicycle Lockers. An approval of this request would extend the expenditure deadline for these projects from December 22, 2010 to December 22, 2011. ACTAC is scheduled to consider this item on October 5th.

Summary:

BART is requesting that the expenditure deadline for TFCA projects 07ALA06 and 08ALA02 be extended from December 22, 2010 to December 22, 2011. Per the CMA's agreements with the Air District for the 2007/08 and 2008/09 TFCA Programs, TFCA county program managers are allowed to approve up to two one-year extensions for each project. A third extension request would require written approval from the Air District. This is the first extension request for project 08ALA02 and the second request for project 07ALA06. The extension request letters for both projects are attached.

Background:

For 07ALA06, the CMA programmed \$275,405 in TFCA funding to the BART– Electronic Bicycle Locker Project through the 2007/2008 TFCA Program. 07ALA06 is a multi-jurisdiction project to install approximately 116 shared use electronic bicycle lockers at various locations throughout the BART system within Alameda County. A one-year extension to the expenditure deadline was previously approved for 07ALA06 by the CMA Board in December 2009. For 08ALA02, the CMA programmed \$66,500 in TFCA funding through the 2008/09 TFCA Program for the installation of 20 Electronic Bike Lockers at the Castro Valley BART Station.

In the attached extension request letters, for both projects which are being delivered together, the project sponsor cites continued delays regarding the review by BART's legal and procurement departments of the "Indefinite Quantities" contract for the procurement of the bike lockers. The procurement contract is currently scheduled to be awarded in November 2010 and both projects are scheduled to be completed by October 2011.

Per the CMA's agreements with the Air District for the 2007/08 and 2008/09 TFCA Programs, TFCA program managers are allowed to approve up to two one-year extensions for each project. A third extension request would require written approval from the Air District. This is the first extension request for 08ALA02 and the second request for project 07ALA06, so the requests can be granted without approval or review by the Air District. The extension requests are being presented to the Alameda CTC Board, since Alameda CTC is now responsible for the Alameda County TFCA program.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A - BART Extension Request Letter for TFCA Project 07ALA06

Attachment B - BART Extension Request Letter for TFCA Project 08ALA02



2010

September 16, 2010

James Fang
PRESIDENT

Bob Franklin
VICE PRESIDENT

Dorothy W. Dugger
GENERAL MANAGER

Mr. Matt Todd
Manager of Programming
Alameda County Congestion Management Agency
1333 Broadway, Suite 220, Oakland, CA 94612

**Re: Request to Extend Expenditure Deadline for Funding Agreement
#07ALA06 to December 22, 2011**

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Bob Franklin
3RD DISTRICT

Carola Ward Allen
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Lynette Sweet
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Matt
Dear ~~Mr. Todd~~:

This letter constitutes a request from the San Francisco Bay Area Rapid Transit District (BART) to extend the expenditure deadline for ACCMA/TFCA Grant #07ALA06 "BART Electronic Bike Locker Project" from December 22, 2010 to December 22, 2011.

Project Information and Status:

The Project has not changed in scope. The Contract Book was issued in July and a pre-bid meeting held on July 27, 2010. Bids were originally schedule to be opened on August 10, 2010. The bid date has been extended to October 2, 2010.

There are currently two pre-bid protests and a question of Intellectual Property Rights in the final stages of review by Procurement, Insurance and Legal. Five addenda have been issued to date and a sixth is pending.

Reason for project delay:

This project is part of a larger system-wide project for new shared use lockers which is being funded through many regional and local grants. As the funding becomes available, BART is bundling the projects to make the procurement more efficient and economical.

The procurement will be handled with an Indefinite Quantities Contract which will allow BART to easily add more lockers as funding becomes available without going out to bid. Because this type of contract is less common, it has required additional review time at BART's Procurement and Legal Departments.

New Federal Procurement Regulations have required BART to revise our BID documents and caused delay. Also, BART Procurement and Legal Departments have been inundated with Title VI issues which are District-wide and extremely urgent and critical.

As a result of these delays, BART will not be able to meet the current expenditure deadline of December 22, 2010 for Funding Agreement #07ALA06. The requested time extension to December 22, 2011 will provide BART with the additional time needed to expend project funding to complete the project, submit final reports and final invoice.

Projected Schedule

1. Preparation of specifications and initial contract documents	Completed
2. Procurement review	Completed
3. Legal & Insurance review/approval	Completed
4. Contract Book issue	Completed
5. Advertise Bid	Completed
6. Board Approval/Award	Nov. 2010
7. Notice to Proceed	Dec. 2010
8. Prototype	Apr. 2011
9. Installation of first group	June 2011
10. Final Report	Oct. 2011

If you have any questions, please contact me at (510) 464-6121, e-mail <alee@bart.gov> or Steve Beroldo at (510) 464-6158, e-mail <sberold@bart.gov>. Thank you for your cooperation and continued support for enhancing bicycle access to transit.

Sincerely,



Alan Lee
BART Capital Development

Cc: Steve Beroldo
Laura Timothy
Pen Perez
Jacki Taylor



2010

September 16, 2010

James Fang
PRESIDENT

Bob Franklin
VICE PRESIDENT

Dorothy W. Dugger
GENERAL MANAGER

Mr. Matt Todd
Manager of Programming
Alameda County Congestion Management Agency
1333 Broadway, Suite 220, Oakland, CA 94612

**Re: Request to Extend Expenditure Deadline for Funding Agreement
#08ALA02 to December 22, 2011**

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Bob Franklin
3RD DISTRICT

Carole Ward Allen
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Lynette Sweet
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Matt

Dear Mr. ~~Todd~~:

This letter constitutes a request from the San Francisco Bay Area Rapid Transit District (BART) to extend the expenditure deadline for ACCMA/TFCA Grant #08ALA02 "BART Electronic Bike Locker Project" from December 22, 2010 to December 22, 2011.

Project Information and Status:

The Project has not changed in scope. The Contract Book was issued in July and a pre-bid meeting held on July 27, 2010. Bids were originally schedule to be opened on August 10, 2010. The bid date has been extended to October 2, 2010.

There are currently two pre-bid protests and a question of Intellectual Property Rights in the final stages of review by Procurement, Insurance and Legal. Five addenda have been issued to date and a sixth is pending.

Reason for project delay:

This project is part of a larger system-wide project for new shared use lockers which is being funded through many regional and local grants. As the funding becomes available, BART is bundling the projects to make the procurement more efficient and economical.

The procurement will be handled with an Indefinite Quantities Contract which will allow BART to easily add more lockers as funding becomes available without going out to bid. Because this type of contract is less common, it has required additional review time at BART's Procurement and Legal Departments.

New Federal Procurement Regulations have required BART to revise our BID documents and caused delay. Also, BART Procurement and Legal Departments have been inundated with Title VI issues which are District-wide and extremely urgent and critical.

As a result of these delays, BART will not be able to meet the current expenditure deadline of December 22, 2010 for Funding Agreement #08ALA02. The requested time extension to December 22, 2011 will provide BART with the additional time needed to expend project funding to complete the project, submit final reports and final invoice.

Projected Schedule

1. Preparation of specifications and initial contract documents	Completed
2. Procurement review	Completed
3. Legal & Insurance review/approval	Completed
4. Contract Book issue	Completed
5. Advertise Bid	Completed
6. Board Approval/Award	Nov. 2010
7. Notice to Proceed	Dec. 2010
8. Prototype	Apr. 2011
9. Installation of first group	June 2011
10. Final Report	Oct. 2011

If you have any questions, please contact me at (510) 464-6121, e-mail <alee@bart.gov> or Steve Beroldo at (510) 464-6158, e-mail <sberold@bart.gov>. Thank you for your cooperation and continued support for enhancing bicycle access to transit.

Sincerely,



Alan Lee
BART Capital Development

Cc: Steve Beroldo
Laura Timothy
Pen Perez
Jacki Taylor

Memorandum

DATE: September 27, 2010

TO: Programs and Projects Committee

FROM: Jacki Taylor, Programming Liaison

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request: Alameda CTC Webster St. Corridor Enhancements, TFCA Project 08ALA01**

Recommendations:

It is recommended that the Alameda CTC Board approve the staff request for a one-year extension to the expenditure deadline for TFCA project 08ALA01, Webster St. Corridor Enhancements. An approval of this request would extend the expenditure deadline for this project from December 22, 2010 to December 22, 2011. ACTAC is scheduled to consider this item on October 5th.

Summary:

Alameda CTC staff is requesting that the expenditure deadline for TFCA project 08ALA01 be extended from December 22, 2010 to December 22, 2011. Per the ACCMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA county program managers are allowed to approve up to two one-year extensions per project. A third extension request would require written approval from the Air District. This is the first extension request for project 08ALA01. The extension request letter is attached.

Background:

For 08ALA01, the CMA programmed \$420,000 in TFCA funding to the Webster St. Corridor Enhancements project through the 2008/09 TFCA Program. The project is implementing transit signal prioritization (TSP) along the Webster Corridor and includes the installation of items such as preemption system equipment, cabinet and controller upgrades, pedestrian push buttons, vehicle detection, communications system and the integration into the SMART Corridors program.

In the attached extension request letter, the project sponsor cites the coordination of project delivery with TFCA project 09ALA01 as the reason for the schedule delay. Currently, both projects are scheduled to be delivered together, with construction scheduled to start in March 2011 and be completed during July 2011.

Per the CMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA program managers are allowed to approve up to two one-year extensions per project. A third extension request

would require written approval from the Air District. This is the first extension request for project 08ALA01, so the request can be granted without approval or review by the Air District. The extension request is being presented to the Alameda CTC Board, since Alameda CTC is now responsible for the Alameda County TFCA program.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – Alameda CTC Extension Request Letter for TFCA Project 08ALA01

September 20, 2010

Mr. Matthew Todd
Manager of Programming
Alameda County Transportation Commission/CMA
1333 Broadway, Suite 220
Oakland, CA 94612

RE: Request for a 12-month extension to the Expenditure Deadline for TFCA Project Number 08ALA01 – Webster Street Corridor Enhancement Project

Dear Mr. Todd:

It is requested that a 12-month extension to the expenditure deadline be granted for the TFCA project number 08ALA01, "Webster Street Corridor Enhancement Project" from December 22, 2010 to December 22, 2011.

Project Information and Status:


The plans and specifications for this project have been completed. However, the construction of this project is being coordinated with another TFCA project along the same corridor (09ALA01) which was programmed a year later. It is anticipated that with the requested extension, both TFCA projects be delivered on time and schedule. The anticipated schedule for the start of construction for the combined projects is March 2011 with the completion and closeout in July 2011.

Reason for Project Delay:

The requested extension would provide for a coordinated project delivery which would allow procurement of similar equipment and eliminate any duplications or lack of compatibility for the hardware, software, and integration. The coordinated delivery would also allow for one contractor responsible for the construction and allow one construction management team to oversee all activities minimizing administration and risks associated with construction activities.

The companion project is ahead of its schedule providing for completion of both projects before the deadline of December 22, 2011 for both projects.

Please let me know if you have any question,



Cyrus Minoofar
Manager of Intelligent Transportation Systems

CC: Ms. Jacki Taylor, Engineering Staff Assistant/Project Monitoring Liaison

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Memorandum

DATE: September 27, 2010

TO: Programs and Projects

FROM: Jacki Taylor, Programming Liaison

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request for City of Berkeley - 9th Street Bicycle Boulevard, TFCA Project 08ALA03**

Recommendations:

It is recommended the Alameda CTC Board approve the request by the City of Berkeley for a one-year extension to the expenditure deadline for TFCA Project 08ALA03, Berkeley 9th Street Bicycle Boulevard. An approval of this request would extend the expenditure deadline for this project from December 22, 2010 to December 22, 2011. ACTAC is scheduled to consider this item on October 5th.

Summary:

The City of Berkeley is requesting that the expenditure deadline for TFCA project 08ALA01 be extended from December 22, 2010 to December 22, 2011. Per the ACCMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA county program managers are allowed to approve up to two one-year extensions per project. A third extension request would require written approval from the Air District. This is the first extension request for project 08ALA03. The extension request letter is attached.

Background:

For 08ALA03, the CMA programmed \$247,316 in TFCA funding to the 9th Street Bicycle Boulevard project through the 2008/09 TFCA Program. The project is to extend an existing 9th Street Bicycle Boulevard project by 0.22 miles which will close a gap in an 8.22-mile segment of the County-wide Bicycle Plan. The project will include the installation of signage, striping, and the removal of existing railroad tracks along the segment.

In the attached extension request letter, the project sponsor cites the unexpected cost increases during the design phase as the reason for the schedule delay. The additional funding has been indentified and the project design is almost complete. Construction is anticipated to start in March 2011 and be completed by June 2011.

Per the CMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA program managers are allowed to approve up to two one-year extensions per project. A third extension request

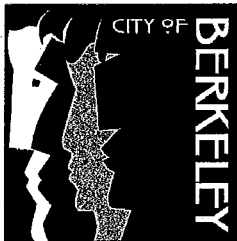
would require written approval from the Air District. This is the first extension request for project 08ALA03, so the request can be granted without approval or review by the Air District. The extension request is being presented to the Alameda CTC Board, since the Alameda CTC is now responsible for the Alameda county TFCA Program.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – City of Berkeley Extension Request Letter for TFCA Project 08ALA03



Public Works Department
Transportation Division

September 16, 2010

Mr. Matt Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

RE: Request for a 12-month extension to the Expenditure Deadline for TFCA Project Number 08ALA03

Dear Mr. Todd,

The City of Berkeley requests a 12-month extension to the December 22, 2010 expenditure deadline for the \$247,316 programmed to TFCA Project Number 08ALA03, the 9th Street Bicycle Boulevard. If approved, the expenditure deadline would be extended from December 22, 2010 to December 22, 2011.

Project Information and Status

The Project Scope has not changed, and the City of Berkeley has made significant progress toward completing the project deliverables. On July 22, 2009, the City issued a Request for Qualifications for design services for the Ninth Street Bicycle Boulevard Extension project. Ten firms submitted their Statements of Qualifications. On September 29, 2009, Berkeley City Council approved a contract not to exceed \$147,000 with Alta Planning + Design to provide architectural and engineering design services for project for the period October 1, 2009 through October 1, 2011. The project design has been completed to the 60% level. The 90% level design will be completed in September, and the 100% design and bid package will be completed in October.

The next step will be to advertise for construction bids. The City expects to release an Invitation to Bid in November or December 2010. Because it is not generally advisable to plan construction during the rainy winter months, construction is expected to occur in March-May 2011 and project completion is anticipated by June 2011.

Reason for Extension Request

Unexpectedly high cost estimates for soil remediation, drainage, and street improvements delayed the project while the City sought additional funds. However, the

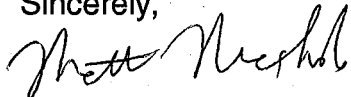
1947 Center Street, 3rd Floor, Berkeley, California, 94704
Telephone: 510.981.7010 TTY: 510.981.7075 Fax: 510.981.7060
E-mail: transportation@ci.berkeley.ca.us

City was unsuccessful in obtaining additional grant funds, so we are conducting a value-engineering exercise in order to complete a design within the construction budget. The project schedule was also slightly delayed to allow for adequate design review and coordination with the City of Emeryville, property owners and neighbors.

The City is funding this project from three grant sources: TFCA, TDA Article 3, and Caltrans Bicycle Transportation Account. If this extension request is granted, the City will be able to complete this project prior to December 2011. However, failure to receive this extension will severely jeopardize the project's viability because all of these funds sources are required in order to complete construction.

We hope you will grant our request for extension, and we look forward to completing this regionally important project in 2011.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Nichols". The signature is written in a cursive, flowing style.

Matt Nichols
Principal Transportation Planner

Memorandum

DATE: September 28, 2010
TO: Programs and Projects Committee
FROM: Matt Todd, Manager of Programming
SUBJECT: Approval of the State Transportation Improvement Program (STIP) At Risk Report

Recommendations:

It is recommended that the Alameda CTC Board approve of the attached STIP At Risk Report, dated September 30, 2010. ACTAC is scheduled to consider this item on October 5th.

Summary:

The Report includes a total of 35 STIP projects being monitored for compliance with the STIP “Timely Use of Funds” provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information:

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

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

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

Attachments:

Attachment A - STIP At Risk Report

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

Status Date: September 30, 2010

Red Zone Projects

Index	PP No.	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
1	2009A	AC Transit	Maintenance Facilities Upgrade		Complete Expend	2/2/11	R	\$3,705K Alloc'd 9/7/06 12-Mo Ext App'd Jan 10	G
	RIP	\$3,705	Con	06/07					
2	1014	BART	BART Transbay Tube Seismic Retrofit		Accept Contract	3/5/11	R	\$38M Alloc'd 9/5/07	G
	RIP	\$38,000	Con	07/08					
3	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)		Accept Contract	9/10/10	R	Contract Awd 9/10/07	Y
	RIP	\$1,500	Con	06/07					
	RIP	\$4,000	Con	11/12	Allocate Funds	6/30/11	G		

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
4	0139F	ACCMA	Rt 580, Landscaping, San Leandro Estudillo ave - 141st		Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
	RIP-TE	\$350	Con	10/11					
5	2179	ACCMA	Planning, Programming and Monitoring ¹		Complete Expend	6/30/11	Y	\$1,409 Alloc'd 7/24/08	G
	RIP	\$1,409	Con	08/09					
	RIP	\$1,209	Con	09/10	Complete Expend	6/30/12	G	\$1,209 Alloc'd 7/9/09	
	RIP	\$1,948	Con	10/11	Complete Expend	6/30/13	G	Contingent Allocation	
	RIP	\$1,947	Con	11/12	Allocate Funds	6/30/12	G		
	RIP	\$1,993	Con	12/13	Allocate Funds	6/30/13	G		
6	0016U	ACTIA	I-580 Castro Valley I/C Improvements		Accept Contract	6/26/11	Y	\$7.315M Alloc'd 3/12/08	G
	RIP	\$7,315	Con	07/08					
7	2009L	Alameda Co.	Vasco Road Safety Improvements		Accept Contract	7/29/11	Y	\$4.6M Alloc'd 2/14/08 Contract Awd 7/29/08	G
	RIP	\$4,600	Con	07/08					
8	2100F	Alameda Co.	Grove Wy sidewalk improvements, Meekland-Haviland		Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
	RIP-TE	\$1,150	Con	10/11					
9	2008B	BART	MacArthur BART renovate & enhance entry plaza		Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
	RIP-TE	\$954	Con	10/11					
10	2103	BART	Oakland Airport Connector		Allocate Funds	6/30/11	Y	App'd into STIP 9/23/10	NA
	RIP	\$20,000	Con	10/11					
11	2103A	BART	Coliseum BART pedestrian improvements		Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
	RIP-TE	\$885	Con	10/11					

2010 STIP-Locally Sponsored Alameda County Projects

Yellow Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount					Req'd By			
			(\$x 1,000)								
12	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1								
	RIP-TE		\$1,928	Con	10/11	Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA	
13	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing								
	RIP-TE		\$1,021	Con	10/11	Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA	
14	2110	Union City	Union City Intermodal Station								
	RIP		\$4,600	Con	07/08	Accept Contract	5/13/11	Y	\$4.6M Alloc'd 9/5/07	Y	
	RIP		\$720	Con	05/06	Accept Contract	5/13/11	Y	\$720K Alloc'd 11/9/06		
	RIP-TE		\$5,307	Con	05/06	Accept Contract	5/13/11	Y	\$5,307K Alloc'd 11/9/06		
	RIP-TE		\$2,000	Con	06/07	Accept Contract	5/13/11	Y	\$2,000K Alloc'd 11/9/06		
	RIP		\$9,787	Con	06/07	Accept Contract	5/13/11	Y	\$9,787K Alloc'd 11/9/06 6-Mo Ext App'd 9/23/10		
	RIP		\$715	Con	11/12	Allocate Funds	6/30/12	G			
15	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A								
	RIP-TE		\$3,000	Con	10/11	Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA	

Green Zone Projects

Index	PP No.	Sponsor	Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount					Req'd By			
			(\$x 1,000)								
16	2009B	AC Transit	SATCOM Expansion								
	RIP		\$1,000	Con	06/07	Accept Contract	Note 2	G	\$1,000K Alloc'd 9/7/06	G	
17	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS								
	RIP		\$2,700	Env	06/07	Final Invoice/Report		NA	\$2,700K Alloc'd 4/26/07	R	
18	2009D	AC Transit	Bus Component Rehabilitation								
	RIP		\$4,500	Con	06/07	Accept Contract	Note 2	G	\$4.5M Alloc'd 7/20/06	G	
19	2009I	AC Transit	New Bus Component Rehabilitation Project								
	RIP		\$7,738	Con	07/08	Accept Contract	Note 2	G	\$7,738 Alloc'd 5/29/08	G	
20	2009Q	AC Transit	Bus Purchase								
	RIP		\$14,000	Con	06/07	Accept Contract	Note 2	G	\$14M Alloc'd 10/12/06	G	
21	2009X	AC Transit	Zero Emission Bus Project								
	RIP		\$7,810	Con	07/08	Accept Contract	Note 2	G	\$7.81M Alloc'd 9/20/07	G	
22	00160	ACCMA	I-680 SB HOT Lane Accommodation								
	RIP		\$8,000	Con	07/08	Accept Contract	6/26/12	G	\$8M Alloc'd 6/26/08 42 months for Accept App'd by CTC	G	
23	0044C	ACCMA	I-880 Reconstruction, 29th to 23rd								
	RIP		\$2,000	PSE	10/11	Complete Expend	6/30/13	G	Contingent Allocation	R	

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
24	0062E	ACCMA	I-80 Integrated Corridor Mobility							
		RIP		Env	07/08	Final Invoice/Report		NA	\$954 Alloc'd 9/5/07 Contra Costa RIP Expenditures Comp	G
25	2100K	ACCMA	I-880 Landscape/Hardscape Improvements in San Leandro							
		RIP-TE		PSE	09/10	Complete Expend	6/30/12	G	\$400K Alloc'd 6/30/10	R
26	0081D	ACTA	Rte 84 Expressway - Fremont and Union City							
		RIP		Con	14/15	Allocate Funds	6/30/15	G		G
27	2009N	Alameda	Tinker Avenue Extension							
		RIP		Con	07/08	Accept Contract	3/17/12	G	\$4M Alloc'd 9/25/08 Contract Awd 3/17/09	G
28	2009P	BART	Ala. Co. BART Station Renovation							
		RIP		Con	07/08	Accept Contract	10/30/12	G	\$3M Alloc'd 12/11/08 4-Mo Ext App'd June 09	G
		RIP		PSE	07/08				\$248 Alloc'd 9/5/07 Expend. Complete	
29	2009Y	BART	Ashby BART Station Concourse/Elevator Imps							
		RIP-TE		Con	07/08	Accept Contract	1/22/12	G	\$1,200 Alloc'd 6/26/08	G
30	2009W	Berkeley	Ashby BART Station Intermodal Imps							
		RIP		Con	07/08	Accept Contract	12/26/11	G	\$4,614 Alloc'd 6/26/08	G
		RIP		Con	09/10	Accept Contract	12/26/11	G	AB 3090 app'd 8/28/08 \$1.5M Alloc'd 9/10/09	
31	2014U	GGBHTD	SF Golden Gate Bridge Barrier							
		RIP		Con	11/12	Allocate Funds	6/30/12	G		G
32	2100	MTC	Planning, Programming and Monitoring ¹							
		RIP		Con	09/10	Complete Expend	6/30/12	G	\$113 Alloc'd 7/9/09	
		RIP		Con	10/11	Complete Expend	6/30/11	G	Contingent Allocation	
		RIP		Con	11/12	Allocate Funds	6/30/12	G		
		RIP		Con	12/13	Allocate Funds	6/30/13	G		
		RIP		Con	13/14	Allocate Funds	6/30/14	G		
		RIP		Con	14/15	Allocate Funds	6/30/15	G		
33	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD							
		RIP		R/W	07/08	Complete Expend	2/29/12	G	\$5.990M Alloc'd 12/13/07 20-Mo Ext App'd May	R
34	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St							
		RIP-TE		Con	07/08	Final Invoice/Report		NA	Alloc App'd 7/26/07	R
35	2100E	Oakland	7th St. / West Oakland TOD							
		ARRA-TE		Con	09/10	Accept Contract	9/30/12	G	\$1,300 Obligated 8/5/09 Contract Awd 2009	G

Notes:

- 1 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 2 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans.
- 3 Deadline for ARRA funding may be different than STIP Timely Use of Funds requirement. ARRA deadlines shown.

2010 STIP -Timely Use of Funds Provisions	
The At Risk Report monitors the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:	
Required Activity	Description
Allocation	For all phases, by the end (June 30th) of the fiscal year programmed in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the FY in which the expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria			
The At Risk Report utilizes the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.			
Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six (6) to ten (10) months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	NA	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six (6) to twelve (12) months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA
Other Zone Criteria			
Yellow Zone	STIP /TIP Amendment pending		
Red Zone	Extension Request pending		
Notes:			



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

www.AlamedaCTC.org

Memorandum

DATE: September 28, 2010
TO: Programs and Projects Committee
FROM: Matt Todd, Manager of Programming
SUBJECT: **Approval of the Federal STP/CMAQ Program At Risk Report**

Recommendations:

It is recommended that the Alameda CTC Board approve the attached Federal STP/CMAQ Program At Risk Report, dated September 30, 2010. ACTAC is scheduled to consider this item on October 5th.

Summary:

The report includes 55 locally sponsored federally funded projects segregated by “zone.” Red zone projects are considered at a relatively high risk of non-compliance with the provisions of MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information:

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

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

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

Attachments:

Attachment A - Federal STP/CMAQ Program At Risk Report

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Federal At Risk Report

Status Date: September 30, 2010

Federally Funded - Locally Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
1	ALA070051	BART	BART Station Electronic Bike Lockers, Phase 2						
	CMAQ	\$130	Con	08/09	Obligate Funds	Note 1	R	Pending Transfer to FTA Req Sub'd by BART	R

Yellow Zone Projects

Index	TIP ID	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
2	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1A						
	STP	\$2,250	Con	07/08	Advertise Contract	02/28/11	Y	\$2,250 Obligated 8/31/10	NA
					Award Contract	05/31/11	Y		
					Submit First Invoice	08/31/11	G		
					Liquidate Funds	08/31/16	G		

Green Zone Projects

Index	TIP ID	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
3	ALA050017	AC Transit	Enhanced Bus - Telegraph/Int'l/East 14th						
	CMAQ	\$35,000	Con	08/09	Obligate Funds			Obligated for Transfer to FTA Grant	
4	ALA010034	AC Transit	Maintenance Facilities Upgrade						
	STP	\$4,000	Con	07/08				Obligated for Transfer to FTA Grant	
5	ALA010063	AC Transit	Acquire 416 Bus Catalyst Devices						
	CMAQ	\$68	Con	04/05				Obligated for Transfer to FTA Grant	
6	ALA070047	AC Transit	Travel Choice -Berkeley						
	CMAQ	\$216	Con	07/08				Obligated for Transfer to FTA Grant	
7	ALA070055	AC Transit	Bike Racks for New Buses						
	CMAQ	\$100	Con	07/08				Obligated for Transfer to FTA Grant	
8	ALA010032	ACCMA	I-580 San Leandro Estudillo Noise Barrier						
	STP	\$7,262	Con	08/09	Liquidate funds	03/27/15	G	\$7,262 Obligated 3/27/09 Contract Awd 5/28/09	G
9	ALA050018	ACCMA	Grand/MacArthur Bus Improvements						
	CMAQ	\$500	Con	06/07	Liquidate Funds	05/22/14	G	\$500 Obligated 5/22/08	G

Federal At Risk Report

Status Date: September 30, 2010

Federally Funded - Locally Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title			Date Req'd By	Zone	Notes	Prev Zone
			Source	Prog'd Amount (\$x 1,000)	Phase				
10	ALA050036	ACCMA	SMART Corridors Operations & Management						
	CMAQ	\$283	Con	06/07	Liquidate Funds	01/27/15	G	\$283 Obligated 1/27/09	G
	STP	\$135	Con	05/06	Liquidate Funds	09/07/12	G	\$135 Obligated 9/7/06	
	CMAQ	\$518	Con	07/08	Liquidate Funds	07/03/14	G	\$518 Obligated 7/3/08	
11	ALA070020	ACCMA	I-580 (Tri-Valley) Corridor - EB HOV/HOT Lanes						
	I-580 EB HOT Conversion								
	ARRA	\$7,500	PE		Liquidate Funds	11/27/15	G	Contract Awarded 3/25/10 \$7.5M Obligated 11/27/09 System Integrator in PE2	G
	I-580 EB HOV/HOT Lanes								
	CMAQ	\$6,161	Con	08/09	Liquidate Funds	04/09/15	G	\$6,161 Obligated 12/19/08 Funds De-Obligated 2/4/09 Re-Obligated 4/9/09 Caltrans Adminstering Funds	G
12	ALA070041	ACCMA	I-80 Integrated Corridor Mobility						
	CMAQ	\$3,243	PE	07/08	Liquidate funds	07/10/14	G	\$3,243 Obligated 7/10/08	G
13	ALA070042	ACCMA	I-880 SB HOV Lanes -Marina to Hegenberger						
	STP	\$198	PE	08/09	Liquidated Funds	12/19/13	G	Req Sub'd by Sponsor	G
	CMAQ	\$6,781	PE	07/08 08/09	Liquidate funds	12/19/13	G	\$4M obligated 12/19/07 STP to CMAQ 4/18/08 \$2.781M added 4/15/09	
14	ALA070042	ACCMA	I-880 S/B HOV Lanes - Marina Blvd. to Hegenberger						
	CMAQ	\$801	PE	09/10	Submit First Invoice Liquidate Funds	03/21/11 09/21/16	G G	\$801 Obligated 9/21/10	NA
15	ALA050009	ACTIA	I-580 Castro Valley Interchange Improvements						
	STP	\$1,000	Con	07/08	Liquidate Funds	04/28/14	G	\$1,000 Obligated 4/28/08	G
16	ALA070025	Alameda	City of Alameda Signal Coordination						
	CMAQ	\$59	Con	06/07	Liquidate Funds	05/31/13	G	\$59 Obligated 5/31/07 Force Account	G
17	ALA070049	Alameda	Signal Coordination: 8th St, Otis Dr., & Park St.						
	CMAQ	\$138	Con	07/08	Liquidate Funds	04/18/14	G	\$138 Obligated 4/18/08	G
18	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1						
	STP	\$9,350	Con	07/08	Liquidate Funds	06/20/14	G	\$9,350 Obligated 6/20/08 Contract Awarded 7/29/08	G
	STP	\$3,900	R/W	04/05	Liquidate Funds	06/29/11		\$3,900 Obligated 6/29/05 R/W Phase drawn down	

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Federally Funded - Locally Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)						Req'd By			
19	ALA050072	Ala. County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.		Con	08/09	Liquidate Funds	07/23/15	G	\$758 Obligated 7/23/09 advertised 8/7/09	R
	STP	\$758									
	STP	\$83	PSE	06/07	Liquidate Funds	06/26/13	G	\$83 Obligated 6/26/07			
20	ALA070040	Ala. County	Hampton Rd Streetscape Improvement		Con	08/09	Liquidate Funds	06/17/15	G	\$2,999 Obligated 6/17/09	R
	CMAQ	\$2,999									
21	ALA050065	BART	Ed Roberts Campus		Con	07/08				Obligated for Transfer to FTA Grant 8/1/08	
	CMAQ	\$2,000									
22	ALA070034	BART	Ashby BART Station / Ed Roberts Campus		Con	08/09				Obligated for Transfer to FTA Grant 8/1/08	
	CMAQ	\$1,386									
23	ALA050073	Berkeley	University Ave Reconstruction		Con	08/09	Liquidate funds	02/05/15	NA	Final Invoiced Paid 3/22/10	G
	STP	\$630									
24	ALA050059	Caltrans	SR 13 Median Landscaping		Con	06/07	Liquidate Funds	05/15/13	G	\$400 Obligated 5/15/07	G
	STP	\$500									
	STP	\$100	Con	08/09	Liquidate Funds	01/13/15	G	\$100 Obligated 1/13/09			
25	ALA050082	Dublin	East Dublin BART Station Corridor Enhancements		Con	08/09	Liquidate Funds	03/09/15	G	Contract Awarded 5/19/09	G
	CMAQ	\$2,587									
	CMAQ	\$489	PE	06/07	Liquidate Funds	04/12/13	G	\$489 Obligated 4/12/07			
26	ALA050022	Fremont	Rehab on Various Sts		Con	05/06	Liquidate Funds	06/13/12	G	\$2,172 Obligated 6/13/06	G
	STP	\$2,172									
	STP	\$2,850	Con	06/07	Liquidate Funds	05/30/13	G	\$2,850 Obligated 5/30/07			
27	ALA070037	Fremont	Bay Street Streetscape and Parking Project		Con	08/09	Liquidate Funds	01/21/15	G	\$1,570 Obligated 1/21/09	G
	CMAQ	\$1,570									
28	ALA070050	Fremont	Mowry Ave Arterial Management		Con	07/08	Liquidate Funds	09/15/14	G	\$419 Obligated 9/15/08	G
	CMAQ	\$419									
29	ALA050025	Hayward	Hesperian Blvd Rehab		Con	05/06	Liquidate Funds	06/27/12	G	\$713 Obligated 6/27/06	G
	STP	\$713									
	STP	\$8	Env	05/06	Liquidate Funds	02/15/12	G	\$8 Obligated 2/15/06			
30	ALA050056	Hayward	West A Street Rehab		Con	05/06	Liquidate Funds	06/27/12	G	\$117 Obligated 6/27/06	G
	STP	\$117									
	STP	\$5	Env	05/06	Liquidate Funds	02/15/12	G	\$5 Obligated 2/15/06			
31	ALA050071	Hayward	Rehab on Various Streets (Arterial Pavement Rehab)		Con	07/08	Liquidate Funds	03/26/14	G	\$835 Obligated 3/26/08	G
	STP	\$776									
	STP	\$104	PE	06/07	Liquidate Funds	04/03/13	G	\$104 Obligated 4/3/07 E-76 Rev to \$45 3/26/08			

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Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
32	ALA030015 CMAQ	LAVTA \$175	Acquire 25 Bus Catalyst Devices Con	04/05				Obligated for Transfer to FTA Grant	
33	ALA030017 CMAQ	LAVTA \$89	Exp. Bus -Route 70 & Subscript. Routes Con	04/05				Obligated for Transfer to FTA Grant	
34	ALA070028 CMAQ	LAVTA \$88	ACE Station Shuttle Services Con	06/07				Obligated for Transfer to FTA Grant	
35	ALA070029 CMAQ	LAVTA \$102	E. Dublin/ Pleasanton BART Station Shuttle Con	06/07				Obligated for Transfer to FTA Grant	
36	ALA050054 STP	Livermore \$158	East Ave Rehab (Hillcrest to Loyola) Con	05/06	Liquidate Funds	05/01/12	G	\$158 Obligated 5/1/06	G
37	ALA050024 STP	Livermore \$300	South Vasco Rd Rehab Con	05/06	Liquidate Funds	05/01/12	G	\$300 Obligated 5/1/06	G
38	ALA050068 STP	Livermore \$486	Murrieta Blvd Pavement Rehabilitation Con	06/07	Liquidate Funds	04/27/13	G	Final Invoice Sub'd 11/17/07	G
39	ALA070038 CMAQ	Livermore \$1,060	Downtown Livermore Ped Transit Connection Con	08/09	Liquidate Funds	03/30/15	G	\$888 Obligated 3/30/09 Contract Awarded 7/13/09	R
	CMAQ	\$140	PE	07/08	Liquidate Funds	11/16/13	G	\$140 obligated 11/16/07	
40	ALA070059 CMAQ	Livermore \$845	Downtown Pedestrian Improvements Con	08/09	Liquidate Funds	04/08/15	G	\$845 Obligated 4/8/09 Contract Awd 10/12/09	R
41	ALA010021 STP	Oakland \$825	City of Oakland Street Resurfacing Program Con	05/06	Liquidate Funds	06/21/12	G	\$825 Obligated 6/21/06	G
42	ALA030007	Oakland \$89	Coliseum Transit Hub (San Leandro St. btwn 73rd & 66th Ave) Con	06/07	Liquidate Funds	01/17/13	G	\$89K Obligated 1/17/07 CE determination 5/26/04	G
43	ALA050023 STP	Oakland \$2,486	Rehab on Various Sts Con	07/08	Liquidate Funds	04/11/14	G	\$2,486 Obligated 4/11/08 Contract Awd 1/6/09	G
	STP	\$1,573	Con	05/06	Liquidate Funds	06/21/12	G	\$1,573 Obligated 6/21/06	
44	ALA050039 CMAQ	Oakland \$996	MacArthur Transit Hub Improvement Project Con	06/07 07/08	Liquidate Funds	03/30/13	G	\$681 Obligated 3/30/07 \$215 Obligated 9/5/07 \$100 Obligated 6/11/08	G
	CMAQ	\$200	PE	05/06	Liquidate Funds	03/30/12	G	\$200 Obligated 3/30/06	

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Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
45	ALA050080	Oakland	7th St, W. Oakland Transit Village Imps						
	ARRA-TE	\$1,300	Con					\$1,300 Obligated 8/5/09	Y
	STP	\$2,330	Con	08/09	Liquidate Funds	08/05/15	G	\$2,330 Obligated 1/21/09 Re-Obligated 8/5/09	
					Liquidate Funds	08/05/15	G	Contract Awarded 12/8/09	
	CMAQ	\$320	PE	07/08	Liquidate Funds	11/05/13	G	\$320 Obligated 11/5/07	
46	ALA070011	Oakland	66th Avenue Streetscape Improvement Project						
	CMAQ	\$1,230	Con	08/09	Liquidate Funds	03/30/15	G	\$1,230 Obligated 3/30/09 Contract Awarded 11/17/09	G
47	ALA070027	Oakland	W. Oakland Bay Trail: Mandela Pkwy & 8th Street						
	CMAQ	\$770	Con	06/07	Liquidate Funds	03/19/13	G	\$770 Obligated 3/19/07	G
48	ALA070039	Oakland	Oakland Waterfront Bay Trail						
	CMAQ	\$899	Con	07/08	Liquidate Funds	04/16/14	G	\$599 Obligated 4/16/08 Add'l \$300 Obligated 7/11/08	G
49	ALA050026	San Leandro	Washington Ave Rehab						
	STP	\$30	PSE	04/05	Liquidate Funds	02/24/11	G	\$30 Obligated 2/24/05	G
	STP	\$445	Con	05/06	Liquidate Funds	03/24/12	G	\$455 Obligated 3/24/06	
50	ALA050055	San Leandro	Floresta Blvd Street Rehab						
	STP	\$185	Con	05/06	Liquidate Funds	03/24/12	G	\$185 Obligated 3/24/06	G
51	ALA050069	San Leandro	Washington Ave Rehab -San Lorenzo Creek to I-880 O/C						
	STP	\$442	Con	07/08	Liquidate Funds	05/07/14	G	\$442 Obligated 5/7/08	G
	STP	\$49	PE	06/07	Liquidate Funds	03/05/13	G	\$49 Obligated 3/5/07	
52	ALA050078	San Leandro	Bay Trail Bridge at Oyster Bay Slough						
	CMAQ	\$750	Con	08/09	Liquidate funds	12/19/14	G	\$750 Obligated 12/19/08	G
53	ALA070030	San Leandro	Traffic Signal System Improvements						
	CMAQ	\$100	Con	06/07	Liquidate Funds	04/30/13	G	\$100 Obligated 4/30/07	G
54	ALA070048	San Leandro	San Leandro ATMS Upgrade						
	CMAQ	\$184	Con	07/08	Liquidate Funds	04/02/14	G	\$184 Obligated 4/2/08 Force Account	G
55	ALA990015	Union City	UC Intermodal Station						
	CMAQ	\$124	Con	07/08				Obligated for Transfer to FTA Grant 2/6/08	
	CMAQ	\$1,702	Con	07/08				Obligated for Transfer to FTA Grant 1/25/08	
	CMAQ	\$3,024	Con	05/06				Obligated for Transfer to FTA Grant 7/10/06	

Notes:

- 1 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 2 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans.
- 3 Deadline for ARRA funding may be different than STIP Timely Use of Funds requirement. ARRA deadlines shown.

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Federally Funded - Locally Sponsored Alameda County Projects

Appendix A

Federal At Risk Report Zone Criteria

Required Activities per Resolution 3606 (Revised July 23, 2008)

Required Activities Monitored by CMA ¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months		All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

Other Zone Criteria

Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
Yellow Zone	Projects with an Amendment to the TIP pending.

Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.

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

Index	Definition	Deadline
1	<p>Req Proj Field Rev</p> <p>Per MTC Resolution 3606-Revised, "Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP¹, but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."</p>	<p>12 months from approval in the TIP¹, but no less than 12 months prior to the obligation deadline of construction funds.</p>
2	<p>Sub ENV package</p> <p>Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."</p>	<p>12 months prior to the obligation deadline for RW or Con funds. (No change)</p>
3	<p>Approved DBE Prog</p> <p>Per MTC Resolution 3606-Revised, "Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds."</p>	<p>Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.</p>
4	<p>Sub Req for Auth</p> <p>Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."</p>	<p>February 1 of FY in which funds are programmed in the TIP.</p>

Appendix B

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

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

Appendix B

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

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

Notes:

- 1 Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval.
- 2 Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.

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Appendix C

Date of Most Recent Invoice on Record at CMA

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

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

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C1	ALA070042/ ACCMA I-880 SB HOV Lane	CMAQ	\$4,000	PE	07/08	12/19/07	4/28/10	6
C2	ALA10032/ ACCMA I-580 San Leandro Estudillo Noise Barrier	STP	\$7,262	Con	08/09	3/27/09	7/15/10	3
C3	ALA050018/ ACCMA Grand/MacArthur Bus Improvements	CMAQ	\$500	Con	06/07	5/22/08	11/30/09	10
C4	ALA030002/ Ala. County Vasco Road Safety Imps., Phase 1	STP	\$3,900 \$9,350	R/W Con	04/05 07/08	6/29/05 6/20/08	11/26/07 5/27/10	Note 2 5
C5	ALA050072/ Ala. County Castro Vly Blvd. Rehab - Foothill to Stanton	STP	\$83 \$758	PSE Con	06/07 08/09	6/26/07 7/23/09	5/6/10 5/6/10	Note 2 5
C6	ALA070040/ Ala. County Hampton Rd Streetscape Improvement	CMAQ	\$2,999	Con	08/09	6/17/09	6/23/10	4
C7	ALA050082/ Dublin East Dublin BART Station Corridor	CMAQ CMAQ	\$2,587 \$489	Con PE	08/09 06/07	3/9/09 4/12/07	3/16/10 3/16/10	7 Note 2
C8	ALA070037/Fremont Bay Street Streetscape and Parking Project	CMAQ	\$1,570	Con	08/09	1/21/09	1/14/2010	9
C9	ALA070038/ Livermore Downtown Ped Transit Connection	CMAQ	\$140 \$1,060	PE Con	07/08 08/09	11/16/07 3/30/09	5/10/10 5/10/10	Note 2 5
C9	ALA070059/ Livermore Downtown Pedestrian Improvements	CMAQ	\$845	Con	08/09	4/8/09	7/26/10	3
C10	ALA050021/ Oakland Oakland Street Resurfacing Program	STP	\$825	Con	05/06	6/21/06	9/23/10	1
C11	ALA050023/ Oakland Rehabilitation on Various Streets	STP STP	\$1,573 \$2,486	Con Con	05/06 07/08	6/21/06 4/11/08	6/9/10 6/9/10	Note 2 4
C12	ALA050039/ Oakland MacArthur Transit Hub Imps	CMAQ CMAQ	\$200 \$996	PE Con	05/06 06/07	3/30/06 3/20/07	2/26/10 2/26/10	Note 2 8
C13	ALA050080/ Oakland 7th St., W. Oakland Transit Villiage Imps.	CMAQ STP ARRA	\$320 \$2,330 \$1,300	PE Con Con	07/08 08/09	11/5/07 8/5/09 8/5/09	04/02/10 6/15/10 6/15/10	6 4 4
C14	ALA070011 Oakland 66th Ave. Streetscape Improvement Project	CMAQ	\$1,230	Con	08/09	3/30/09	9/14/10	1
C15	ALA070027 Oakland W. Oakland Bay Trail: Mandela Pkwy	CMAQ	\$770	Con	06/07	3/19/07	7/16/10	3

Federal At Risk Report

Status Date: September 30, 2010

Federally Funded - Locally Sponsored Alameda County Projects

Appendix C (cont.)

Date of Most Recent Invoice on Record at CMA

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

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

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C16	ALA070039 Oakland Oakland Waterfront Bay Trail	CMAQ	\$899	Con	07/08	4/16/08	9/22/10	1
C17	ALA050069/ San Leandro Washington Ave Rehab - Creek to I-880	STP	\$49 \$442	PE Con	06/07 07/08	3/5/07 5/7/08	5/7/09 8/9/10	Note 2 2
C18	ALA050078/ San Leandro Bay Trail Bridge at Oyster Bay Slough	CMAQ	\$750	Con	08/09	12/19/08	3/8/10	7
C19	ALA070048/ San Leandro San Leandro ATMS Upgrade	CMAQ	\$184	Con	07/08	4/2/08	5/7/10	5
C20	ALA050070/ Union City Alvarado-Niles Pavement Rehabilitation	STP STP	\$5 \$421	PE Con	07/08 08/09	4/4/08 1/21/09	1/6/09 9/14/2009	Note 2 13

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

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Memorandum

DATE: September 28, 2010
TO: Programs and Projects Committee
FROM: Matt Todd, Manager of Programming
SUBJECT: **Approval of the CMA Exchange Program Quarterly Status Report**

Recommendations:

It is recommended that the Alameda CTC Board approve the CMA Exchange Program Quarterly Status Report, dated September 30, 2010. ACTAC is scheduled to consider this item on October 5th.

Information:

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange. No additional exchange revenue has been received since the April 2010 report.

Attachments:

Attachment A – CMA Exchange Program Quarterly Status Report

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CMA Exchange Projects - Quarterly Status Report
Status Date: September 30, 2010

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 9/20/10)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E	
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E	
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E	
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 4,728,844	\$ 1,649,156	12/31/10	E	
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 5,727,700		\$ 5,727,700	12/31/10	D	
				STP	\$ 3,000,000		\$ 3,000,000	6/30/11	D	
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/10	D	
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000		\$ 1,000,000	12/31/10	D	
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000		\$ 1,300,000	12/31/10	D	
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E	
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E	
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E	
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E	
16	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 1,813,153	\$ 7,500,847	12/31/10	E	
Totals:					\$ 79,828,880	\$ 58,147,327	\$ 21,681,553			

Notes:

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

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Memorandum

DATE: September 28, 2010

TO: Programs and Projects Committee

FROM: Jacki Taylor, Programming Liaison

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

Recommendations:

It is recommended that the Alameda CTC Board approve the TFCA At Risk Report, dated September 30, 2010. ACTAC is scheduled to consider this item on October 5th.

Summary:

The report includes all of the currently active projects programmed with Alameda County TFCA Program Manager funds. The report segregates a total of 30 projects into Red, Yellow, and Green zones. The ten "Red Zone" projects have required activities due within the next four months. The eleven "Yellow Zone" projects have required activities due within the next five to seven months. The remaining nine projects are listed under the report's "Green Zone" and have required activities that are not due for eight months or more.

Discussion:

The following three projects have been completed and will be archived from the report: 1) 08ALA06 - Pleasanton Trip Reduction Program (FY 08/09); 2) 07ALA01 - ACCMA's Alameda Signal Timing on Constitution Way and Lincoln Ave; and 3) 08ALA09 - ACE Shuttle Service- Route 53 (FY 08/09-09/10).

The projects approved for the FY 2010/11 program by the Alameda CTC Board at its July 22, 2010 Board meeting have been included under the report's Yellow Zone. The funding agreements for the FY 2010/11 projects will be distributed to sponsors in late September or early October and a fully-executed agreement will be due within three (3) months of receipt.

Attachments:

Attachment A – TFCA Program Manager Fund At Risk Report

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TFCA County Program Manager Fund

At Risk Report

Report Date: September 30, 2010

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months)							
07ALA03	County of Alameda	Class II Bicycle Lanes: Wente Street	TFCA Award	Agreement Executed	1/1/08	4/21/08	Expenditures not complete (Extension approved 10/22/09) FMR Due Mar '11
			\$ 150,000.00	Project Start	10/1/2007	Apr-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Mar-11		
			Expend Deadline Met?	12/26/10			
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Mar '11 2nd extension requested.
			\$ 275,405.00	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Mar-11		
			Expend Deadline Met?	12/22/10			
08ALA01	ACCOMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Dec '10 Extension request received.
			\$ 420,000.00	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-10		
			Expend Deadline Met?	12/22/10			
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditures not complete Expenditure deadline Dec '10 FMR Due Dec '10 Extension request received.
			\$ 66,500.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-10		
			Expend Deadline Met?	12/22/10			
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures not complete Expenditure deadline Dec '10 FMR Due Dec '10 Extension request received.
			\$ 247,316.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-10		
			Expend Deadline Met?	12/22/10			
08ALA04	Oakland	Bay Trail Gap Closure, Fruitvale to Park Street Bridge	TFCA Award	Agreement Executed	1/8/09	11/19/08	TFCA expenditures complete. FMR Due Oct '10
			\$ 125,000.00	Project Start	Jan-09	Nov-08	
			TFCA Expended	Final Reimbursement	12/31/11	10/20/09	
			\$ 125,000.00	FMR	Oct-10		
			Expend Deadline Met?	12/22/10	Yes		
08ALA05	ACCOMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Jul '12
			\$ 174,493.00	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Jul-12		
			Expend Deadline Met?	12/22/10			
08ALA07	San Leandro	San Leandro LINKS (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	12/12/08	TFCA Expenditures complete FMR Due Oct '10
			\$ 165,000.00	Project Start	Dec-08	Sep-08	
			TFCA Expended	Final Reimbursement	12/31/11	05/07/10	
			\$ 165,000.00	FMR	Oct-10		
			Expend Deadline Met?	12/22/10	Yes		
08ALA10	LAVTA	ACE Shuttle Service-Route 54 (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Oct '10
			\$ 84,950.00	Project Start	Nov-08	Oct-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ 38,642.56	FMR	Oct-10		
			Expend Deadline Met?	12/22/10			
08ALA11	LAVTA	Route 10 BRT TSP and Queue Jumper Improvements	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Mar '11 Extension request received.
			\$ 444,722.00	Project Start	Jul-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ 14,947.92	FMR	Mar-11		
			Expend Deadline Met?	12/22/10			
YELLOW ZONE (Milestone deadline within 5-7 Months)							
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 110,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			

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

Report Date: September 30, 2010

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
10ALA02	ACCMA	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 100,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 210,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 528,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 90,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 52,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA08	AC Transit	TravelChoice- New Residents (TCNR)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 165,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 96,860.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 60,380.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 70,677.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 72,299.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
GREEN ZONE (Milestone deadline beyond 7 months)							
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	07/07/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 400,000.00	Project Start	Oct-09		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			

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

Report Date: September 30, 2010

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months), continued							
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 170,000.00	Project Start	Mar-10		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 46,887.00	Project Start	Mar-10		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA05	Fremont	South Fremont Arterial Management	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 232,000.00	Project Start	Jan-10	Nov-09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ 155,075.95	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA06	Pleasanton	Trip Reduction Program (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Est. Mar '11
			\$ 47,000.00	Project Start	Dec-09		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-11		
				Expend Deadline Met?	01/13/12		
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 350,000.00	Project Start	Sep-09	Nov '09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	07/07/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 280,000.00	Project Start	Nov-09		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA09	LAVTA	Route 9 Operating Assistance (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	11/16/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 86,133.00	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ 68,960.72	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	07/07/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 96,000.00	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
Completed Projects (will be removed from the monitoring report)							
07ALA01	ACCMA	Signal Timing: Constitution Way/ Lincoln Ave	TFCA Award	Agreement Executed	1/1/2008	2/4/08	TFCA Expenditures complete. Final Invoice paid. FMR received. \$14.82 relinquished.
			\$ 99,985.18	Project Start	Oct-09	Sep-09	
			TFCA Expended	Final Reimbursement	12/31/10	09/07/10	
			\$ 99,985.18	FMR	Dec-09	Jan '10	
				Expend Deadline Met?	12/26/09	Yes	
08ALA06	Pleasanton	Pleasanton Trip Reduction Program (FY 08/09)	TFCA Award	Agreement Executed	1/8/09	12/05/08	TFCA Expenditures complete. FMR received. Final Invoice paid.
			\$ 77,000.00	Project Start	Jan-09	Aug-08	
			TFCA Expended	Final Reimbursement	12/31/11	07/20/10	
			\$ 77,000.00	FMR	Mar-10	Feb-10	
				Expend Deadline Met?	12/22/10	Yes	
08ALA09	LAVTA	ACE Shuttle Service-Route 53 (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	11/19/08	TFCA Expenditures complete FMR received. Final Invoice paid.
			\$ 59,864.00	Project Start	Nov-08	Oct-08	
			TFCA Expended	Final Reimbursement	12/31/11	07/20/10	
			\$ 59,864.00	FMR	Oct-10	9/18/10	
				Expend Deadline Met?	12/22/10	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

TFCA County Program Manager Fund

At Risk Report

Report Date: September 30, 2010

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
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FMR = Date Final Monitoring Report received by CMA

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

Memorandum

DATE: September 28, 2010

TO: Programs and Projects Committee

FROM: Diane Stark, Senior Transportation Planner

SUBJECT: **Approval of Transit Oriented Development Quarterly Progress Report:
Transportation and Land Use Program**

Recommendations:

It is recommended that the Commission approve the attached Transit Oriented Development (TOD) Quarterly Progress and Fund Monitoring Reports. The reports provide project and funding status of the following Transit Oriented Development projects identified in the Countywide Transportation Plan (CTP): MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II. ACTAC is scheduled to review this item at their meeting on October 5, 2010.

Summary and Background:

The attached quarterly report provides a status of the delivery of nine of the TOD projects in the Countywide Transportation Plan (CWTP). In addition to an update of the progress of each project, it also provides a Fund Monitoring Report for eight active projects in the CWTP. This report tracks this quarter's status and upcoming requirements for programmed TOD funds, i.e., those included in an official document showing a commitment of funding approved or adopted by the governing board responsible for the administration of the funds. The report is based on information provided by the sponsors and funding agencies such as the CMA, MTC, Caltrans and the CTC.

Staff has been submitting quarterly TOD reports to the ACCMA Board since 2005 to provide updates on funding, plans and development of the TOD sites in the 2004 CWTP, and an additional two active TODs (South Hayward and Fruitvale Phase II), as requested by Hayward and Oakland. Together, the TOD projects being monitored are at the following BART stations: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II. With the adoption of the 2008 Countywide Transportation Plan, the TODs were replaced by 35 Priority Development Areas (PDAs), which are a more comprehensive way of defining TODs. The Association of Bay Area Governments (ABAG) has approved of Alameda County's PDAs as areas within existing developed communities, near existing or planned fixed transit (i.e., rail or ferry) or comparable bus service, which have plans to add more housing. Monitoring the status of Alameda County's PDAs is a way to track how Alameda County is

supporting connections between land use and transportation, with the goals of reducing traffic congestion, vehicle miles traveled and reducing greenhouse gas and other air emissions.

At its meeting on September 23, 2010, the Commission directed staff to monitor the status of up to 35 active PDAs in the Countywide Transportation Plan, for which jurisdictions are interested in providing updates, as well as the 11 PDAs for which the ACCMA Board approved funds from the Transportation for Livable Communities (TLC) Program. The expanded update will be included in the January 2011 quarterly update based on input from the jurisdictions.

Fiscal Impact:

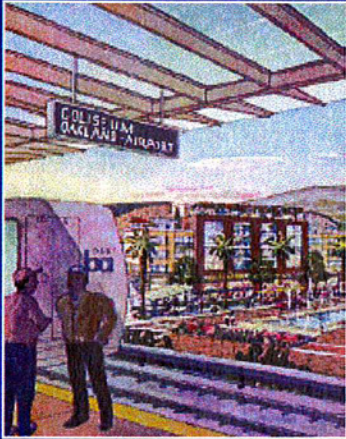
The cost of providing quarterly updates of PDAs is funded by MTC's Transportation and Land Use (T Plus) Program within the existing budget.

Attachments:

Attachment A: TOD Quarterly Progress Report

Attachment B: TOD Quarterly Fund Monitoring Report

Coliseum BART Transit Village



4th QUARTER, April to June 2010

Development: Oakland developed a workable replacement parking approach with BART and continued to refine a viable development approach with developers. Oakland acquired another parking parcel along 73rd Avenue and the Redevelopment Agency acquired the Capitol Corridor/AMTRAK parking lot from the City.

Funding: Updated the STIP TE grant information to retain the BART plaza and pedestrian area grant. Selected a design team to design the plaza and pedestrian area refurbishments at the Coliseum BART Station. .

Next Steps: The State HCD Prop 1C TOD Infrastructure grant of \$8.4 million for the Coliseum BART Station Area Transit Village has been awarded. The grant will be used to link the existing Oakland Housing Authority Lion Creek Crossings and the proposed Coliseum Transit Village projects. The infrastructure grant contributes to the construction of a new Coliseum BART plaza as well as improves the streetscape along 69th Avenue, 70th Avenue, 71st Avenue and Snell Street. It also proposes a new mid-block street between 70th and 71st Avenues to connect Lion Creek Crossings Phase IV project and CTV Phase I to the Coliseum BART Station plaza. However, the Agency is awaiting the state HCD TOD grant agreement to be signed before they begin work.

1st QUARTER, July to September 2010

Design: The City of Oakland has hired a consultant to design the Oakland Coliseum plaza improvements. Oakland is working with BART, the Coliseum Authority, AirBART, AC Transit and Alameda CTC to coordinate the schedule, timing, design standards and needs at the site. The design is expected to be complete December 2010.

Next Steps: Go to CTC for fund allocation Spring 2011. Construction of the Coliseum plaza improvements is expected to begin summer 2011.

W. Oakland Bart Transit Village



Construction: Notice to Proceed for construction was issued mid May 2010. At the west end of the project, the city is negotiating with BART Seismic Retrofit project to schedule their work such that its affect on the Transit Village project would be minimal.

Construction: Construction is in progress. To avoid a scheduling conflict between West Oakland project and the BART Seismic Retrofit project between Chester Street and Peralta Street on 7th Street, it was decided that BART complete their work on this section first. City is working on phase one of the construction, which includes the construction of improvement on the south side of 7th Street between Union Street and Chester. Phase II will include work on the north side and phase III will be the construction work in the median.



MacArthur Transit Village



4th QUARTER, April to June 2010

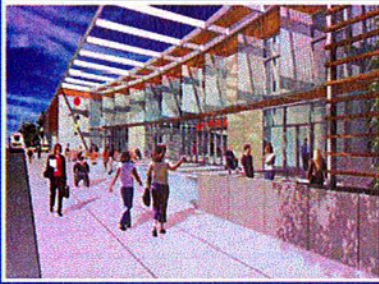
Design: Continued to work on design for first phase of construction.

1st QUARTER, July to September 2010

Design: The Planning Commission reviewed the final design and the Tentative Map for the site in August 2010 and the City Council approval for the Phase I Final Develop Plan is scheduled for September 2010.

Construction: Construction for the first phase is anticipated to begin early 2011.

Ashby / Ed Roberts Campus

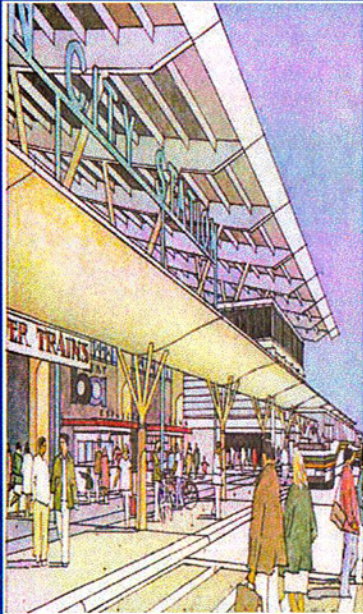


Construction: Construction is ongoing.

Next Steps: Construction expected to be complete in spring 2010.

Construction: Construction on the Ed Roberts Campus is in process and expected to be complete summer 2010.

Union City TOD



Construction: Infrastructure improvements (roads, utilities, drainage, etc.) for the Intermodal Station District core area (former PG&E property located on the east side of the BART Station – 30 acres) has commenced. Mid-Peninsula Housing will begin construction in April 2010 on Phase 1 (100 units and parking garage) of their 157-unit affordable housing development within the Intermodal Station District.

Funding: Received an Infill Infrastructure Grant from HCD for \$15 million for BART Phase 2. The recently approved Mid-Peninsula Housing Coalition’s 157-unit affordable housing project (proposed on former PG&E property) received 4 percent tax credits for Phase 1 and is preparing for bond issuance.

Design: Redevelopment Agency contracted with ROMA Design Group to prepare preliminary Final Design, updated detailed cost estimate and phasing program for BART Phase 2 to accelerate pedestrian connection and to minimize disruption to existing operations.

Construction: Infrastructure improvements (roads, utilities, drainage, etc.) for the Intermodal Station District core area (former PG&E property located on the east side of the BART Station – 30 acres) is nearing completion. Mid-Peninsula Housing Phase 1 (100 units and parking garage) of the 157-unit affordable housing development is under construction. BART Phase 1 (west side expansion) is nearing completion.

Funding: Received a 1C TOD grant of \$7.6 million to construct the roadway and infrastructure. Received a 1C Infill Infrastructure Grant of \$15 million for the construction of BART Phase 2. Received a \$4.45 million MTC TLC grant for the East Plaza improvements, and a \$1.9 million FTA grant for bus improvements at the Intermodal Station. Mid Peninsula Housing Coalition received a 4 percent tax credits for Phase 1 (100 units) and has issued bonds. Mid Peninsula was awarded tax credits on September 22, 2010, ensuring the construction of Phase 2 (57 units). The Mid Peninsula Housing is now fully funded and Phase 2 construction will begin December 2010.



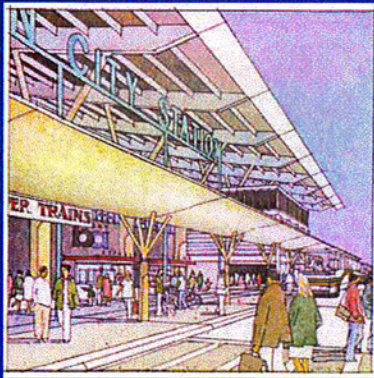
4th QUARTER, April to June 2010

1st QUARTER, July to September 2010

Union City TOD continued

Design: Redevelopment Agency contracted with ROMA Design Group to prepare preliminary Final Design, updated detailed cost estimate and a phasing program for BART Phase 2 to accelerate pedestrian connection to the east side of BART and minimize disruption to BART operations. The East Plaza is nearing 100 percent design.

San Leandro Transit Village



Planning: TOD TAP access study initiated. Kick off meeting held with consultants

Studies: Access study funded through Alameda CTC TOD TAP Program is underway.

Next Steps: The Alameda has been delayed due to the current economic climate and new State HCD infrastructure grant requirements related to the project. The nonprofit developer, BRIDGE Housing Corporation, was unable to meet State low income housing tax credit deadlines and had to return the credit. The City is working with BRIDGE Housing to reapply for tax credits and go forward with construction.

Warm Springs TOD



Funding: The City of Fremont received a \$333,000 grant from the United States Department of Commerce Economics Development Administration (EDA) for studies to develop a Recover Strategy for the reuse, planning, and job creation for the NUMMI site and surrounding area. The 850 acre study area includes the future Warm Springs BART Station and potential Transit Oriented Development (TOD) around the station.

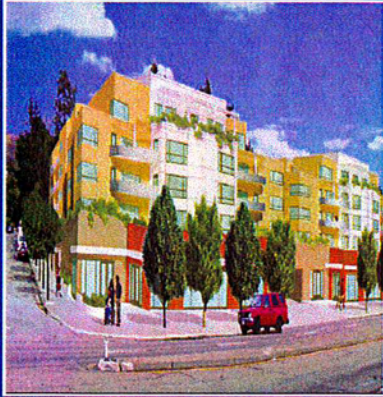
Planning and Environmental: On July 13, 2010, the City Council adopted a resolution designating boundaries of the South Fremont / Warm Springs Survey Area and authorized a Redevelopment Plan Adoption Process and EIR preparation for the area.

Plans and Policy On May 4, 2010, the City Council approved Guiding Principles for development of the Warm Springs/South Fremont Area.

Studies: On July 27, 2010 City Council awarded a contract of \$333,000 contract to Perkins + Will to lead a team of consultants in the preparation studies funded from the Economic Development Administration (EDA) the studies include: 1) An Economic and Market Analysis Strategies Plan; 2) Land Use Alternatives Studies; 3) Infrastructure and Cost Analysis and 4) Financial Assessment. The studies will focus on an area of about 850 acres in the area of the former NUMMI Plant and Fremont/Warm Springs BART Station.

Community Outreach: On October 4, 2010, The City of Fremont and Perkins + Will consultants will host a first community meeting on the EDA Studies at the Warm Springs Community Center. On November 6, 2010, a second workshop will be held in conjunction with the Community meeting on the Draft General Plan 2010. This meeting will be held at Fremont City Hall.

South Hayward TOD



4th QUARTER, April to June 2010

Planning: The City is pursuing development of a form-based code for the area encompassed by the 2006 Concept Design Plan. A public workshop/charrette was held September 29 through October 4. Also, a market analysis and parking strategy report are being developed.

Funding: The City's Redevelopment Agency was successful in acquiring \$30 million through the State Proposition 1C Infill Infrastructure grant program, and the developer and Eden Housing were awarded \$17 million from the State Proposition 1C TOD grant program for the South Hayward BART Mixed Use Project, which will result in 788 units, 26 percent of which will be affordable, and a new grocery store at the South Hayward BART station.

1st QUARTER, July to September 2010

No changes reported.

Fruitvale TOD Phase II



Entitlements: Fruitvale Transit Village Phase II received discretionary entitlements and COLA clearance from the City of Oakland Planning Commission on May 19, 2010.

Funding: Fruitvale Transit Village Phase II continues to seek subsidy funding for the affordable housing and infrastructure components of the project. They anticipate having financing in place to break ground on the project in early 2012.

Entitlements: Entitlements are in hand.

Programmed Funds Monitored by Alameda County CMA							
Index	Sponsor	Project Title			Prog'd Amt		
	Fund Source	Program	Phase	FY	(\$ x 000)	Required Activity	Date Req'd
1	BART	Dublin/Pleasanton BART Station Area TOD					
	CMATIP		Con	NA	\$ 3,675	Funds 100% expended	
2	BART	Warm Springs Station (Future) Area TOD					
	No funds being monitored by the CMA at this time						
3	Berkeley	Ed Roberts Campus - Ashby BART Station Area TOD					
	SAFETEA-LU	Earmark	Con	NA	\$ 2,508	Drawdown Grant	
	STIP	RIP-TE	Con	07/08	\$ 1,200	Accept Contract within 3 years from Award	1/22/12
	STIP	RIP	Con	07/08	\$ 2,000	Accept Contract within 3 years from Award	12/26/11
	STIP	RIP	Con	07/08	\$ 2,614	Accept Contract within 3 years from Award	12/26/11
	FTA	Earmark	Con	NA	\$ 300	Drawdown Grant	
	CMAQ	Lifeline	Con	08/09	\$ 1,386	Drawdown Grant	
	ACTIA	Para Gap	Con	NA	\$ 141	Drawdown Grant	
	CMAQ	TLC	Con	07/08	\$ 2,000	Drawdown Grant	
	ACTIA	TCD	Con	NA	\$ 230	Drawdown Grant	
	CMAQ	HIP	Con	07/08	\$ 544	Drawdown Grant	
	ACTIA	Bike/Ped Grant	Con	NA	\$ 136	Drawdown Grant	
	RM2	Safe Routes to Trail	Con	07/08	\$ 325	Drawdown Grant	

Report Continued on Next Page

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Memorandum

TO: Programs and Projects Committee

FROM: Art Dao, Executive Director
Tess Lengyel, Programs and Public Affairs Manager

DATE: October 14, 2010

SUBJECT: **Authorization to Extend Four Measure B Grant Agreement End Dates**

Recommendations:

Staff recommends that the Alameda County Transportation Commission approve extensions to the following Measure B grant agreements:

- No. A07-0005 – City of Berkeley’s Aquatic Park Connection Streetscape Improvement Project
- No. A07-0008 – City of Berkeley’s Ashby BART Station/Ed Roberts Campus (ERC) Pedestrian and Bicycle Access and Safety Project
- No. A06-0027 – City of Berkeley’s Ashby BART Station/Ed Roberts Campus (ERC) Paratransit Gap Grant Funds
- No. A07-0013 – City of San Leandro’s San Leandro Bay Trail Slough Bridge Project

This action will not change the grant funding amounts for these projects.

Summary:

The following Measure B grant-funded projects have requested time extensions to enable the Project Sponsors to complete the projects. In all cases, staff recommends extending the grant agreement expiration dates to October 31, 2011, which will align the agreements with other Measure B grants timelines, facilitating streamlined grant administration. All of the Project Sponsors anticipate completing their projects well in advance of this date.

No. A07-0005 – City of Berkeley - Aquatic Park Connection Streetscape Improvement Project

The grant funding period for the City of Berkeley’s CDF grant agreement for the Aquatic Park Connection Streetscape Improvement Project ends on September 30, 2010, and the grant agreement is scheduled to expire December 31, 2010. The City anticipates not meeting these dates due to unexpected integration and redesign of the underground utility and irrigation for the newly planned adjacent Animal Shelter, that has delayed construction considerably, and the probability of rainy season delays. The project will likely be completed by June 2011.

Staff's recommendation is to extend the grant agreement expiration date to October 31, 2011 to allow project completion and alignment with other grant agreements.

No. A07-0008 – City of Berkeley- Ashby BART Station/Ed Roberts Campus (ERC) Pedestrian and Bicycle Access and Safety Project and No. A06-0027 for a Paratransit Waiting Area

The grant funding period for the City of Berkeley's grant agreements for the Ashby BART Station/Ed Roberts Campus (ERC) Pedestrian and Bicycle Access and Safety project and the Paratransit Waiting Area project were expected to be complete by June 30, 2010, and the grant agreements are scheduled to expire October 31, 2010. Although construction is ongoing and is 95% complete, the ERC project will not be finished by October 31.

The ERC is scheduled to officially open in November 2010. The grant-required post-project bicycle and pedestrian counts will be more accurate if conducted after that time, but not in the middle of winter. In addition, the paratransit grant requires post construction photos.

Staff recommends extending these grant agreement expiration date to October 31, 2011 to allow the completion of the project punch-list, project close-out activities, and production of final deliverables, and to align it with other grant agreements.

No. A07-0013 – City of San Leandro – San Leandro Bay Trail Slough Bridge Project

The grant funding period for the City of San Leandro's CDF grant agreement for the Bay Trail Slough Bridge project expired June 30, 2010, and the grant agreement is scheduled to expire October 31, 2010. Although the bridge was completed and opened to the public in May 2010, the City needs an additional few months to complete federal and sponsor billing, finalize deliverables and to conduct bicycle and pedestrian counts, as required by the grant.

Although the Sponsor requested an extension to December 31, 2010, staff recommends extending the grant agreement expiration date to October 31, 2011 to align the deadline with other grant agreements.

Fiscal Impacts:

There are no fiscal impacts.

Memorandum

DATE: October 4, 2010

TO: Programs and Projects Committee

FROM: Arthur Dao, Executive Director
James O'Brien, ACTIA Project Controls Manager

SUBJECT: Acceptance of Semi-Annual Capital Projects Status Update

Recommendation:

It is recommended that the Commission accept the Semi-Annual Capital Projects Status Update for six (6) remaining projects from the 1986 Measure B Expenditure Plan and all of the capital projects included in the 2000 Measure B Expenditure Plan.

Summary:

The Semi-Annual Capital Projects Status Update provides information related to a total of 40 capital projects, including six projects remaining from the 1986 Measure B Expenditure Plan; and 34 from the 2000 Measure B Expenditure Plan. The six projects from the 1986 Measure B, identified by an "MB" in the project number, represent the remaining capital projects from the earlier Measure B that are not yet substantially complete. The 2000 Measure B Expenditure Plan included commitments of Measure B funding for 27 capital projects and studies, identified by "ACTIA" in the project number. Some of these projects have been split into smaller projects or combined with other projects to accelerate delivery of useable segments and facilitate project monitoring and controls. The original 27 projects are currently represented by 34 projects. The 40 projects (ACTA plus ACTIA) can be divided into four (4) categories based on the primary intended benefits: Mass Transit, Highway, Local Streets and Roads, and Bicycle and Pedestrian.

A brief overview of the 40 projects is as follows:

- Eleven (11) projects and studies in the mass transit category, 16 in the highway category, 12 in the local streets and roads category, and 1 in the bicycle and pedestrian category.
- One project is programmatic in nature: the Altamont Commuter Express Rail project (ACTIA 1), where the full funding and environmental clearance deadlines are not applicable because the Measure B funds will be expended on a list of small projects, over time. The operator of the ACE service, the San Joaquin Regional Rail Commission, and the Project Sponsor Alameda County Congestion Management Agency, cooperatively determine the discrete projects that use the Measure B funding.
- Four projects are considered as "Study Only," i.e. no Measure B funding for construction phase identified at this time:

- I-880/Broadway-Jackson Interchange Improvement (ACTIA 10), co-sponsored with the City of Alameda;
- I-680/I-880 Cross Connector Studies (ACTIA 22), sponsored by the Alameda County Congestion Management Agency (ACCMA);
- I-580 Corridor/BART to Livermore Studies (ACTIA 26), co-sponsored by BART and ACCMA; and
- Central Alameda County Freeway System Operational Analysis (MB 240), co-sponsored with the ACCMA.
- Two projects have their construction schedules tied to the delivery schedule of larger non-Measure B funded projects:
 - I-580 Westbound Auxiliary Lane (Airway Boulevard to Fallon Road) (ACTIA 14B), sponsored by ACCMA. This project will be delivered as a component of a larger project, the I-580 Westbound High Occupancy Vehicle (HOV) lanes, which is funded by Regional Measure 2 and State Corridor Mobility Improvement Account (CMIA) funds; and
 - Phase 2 of the Westgate Parkway Extension (ACTIA 18B), sponsored by the City of San Leandro. The construction of a useable segment of this project was completed in 2006. The last segment is being evaluated and coordinated with the larger project to reconstruct the I-880/Davis Street interchange.
- With the exception of the Studies discussed above, the status of the remaining 2000 Measure B projects is summarized as follows:
 - Eleven (11) projects have been completed, including the I-238 Widening project, which is the second largest Measure B funded highway project.
 - Ten (10) projects are currently under construction, including the BART Warm Springs Extension which is a capital project with one of the largest Measure B commitments in the 2000 Measure B program.
 - Two (2) projects, the BART Oakland Airport Connector and the I-80 Integrated Corridor Mobility projects, are scheduled to begin construction by the end of 2010.
 - Three projects are scheduled to begin construction in 2011, one in 2012, and two projects will begin construction in 2013.
 - Two projects have undetermined construction dates: the Iron Horse Transit Route Project in Dublin, and the Dumbarton Rail Corridor project.
- The 2000 Measure B Expenditure Plan included deadlines for establishing of Full Funding Plans and Environmental Clearance for capital projects. The Authority has approved extensions to those deadlines for the following projects:
 - The Oakland Airport Connector (ACTIA 3) received an extension for the Full Funding Plan requirement to March 31, 2011. (Note: requirement has been satisfied at the time of this update.);
 - The Dumbarton Rail Corridor project (ACTIA 25) received extensions for both the Full Funding Plan requirement and the Environmental Clearance requirement to March 31, 2011;

- The Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A, also known as East Bay BRT) received an extension for the Environmental Clearance requirement to March 31, 2012; and
- The Route 92/Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15) received an extension for the Environmental Clearance requirement to March 31, 2011;

The remaining commitments of Measure B funding to capital projects from the 1986 Measure B are included in the current balance in the Authority's ACTA balances of more than \$190 million.

The current estimated cost of the 2000 Measure B capital program is about \$3.5 billion and the current estimated Measure B funding commitment for all of the projects is about \$756 million (2010/2011 dollars), or approximately 22% of the total cost of the program. To date, the Board has allocated more than \$597 million to the projects in the capital program.

Discussion or Background:

1986 Measure B (ACTA) Capital Projects

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (one day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan which have deleted projects from the 1986 Expenditure Plan and created replacement projects.

- Amendment No. 1 to the 1986 Expenditure Plan deleted the Hayward Bypass Project and added four replacement projects:
 - Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
 - I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12);
 - Central Alameda County Freeway System Operational Analysis (MB240); and
 - Castro Valley Local Area Traffic Circulation Improvement Project (MB241).
- Amendment No. 2 to the 1986 Expenditure Plan deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added a replacement project for the Historic Parkway:
 - I-880 to Mission Boulevard East-West Connector Project in (MB226).

The following seven projects are not yet substantially complete and have remaining commitments of Measure B funding from the 1986 Measure B:

- I-880/Route 92 Interchange Project (MB175);
- I-880/Mission Boulevard (Route 262) Phase 1B/2 Project (MB196);
- I-880 to Mission Boulevard East-West Connector Project (MB226);
- Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
- I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12);
- Central Alameda County Freeway System Operational Analysis (MB240); and

- Castro Valley Local Area Traffic Circulation Improvement Project (MB241).
(Note: MB239 is a funding commitment from the 1986 Measure B to ACTIA 12 from the 2000 Measure B, i.e. the same project.)

2000 Measure B (ACTIA) Capital Projects

The 2000 Measure B (ACTIA) program of capital projects was developed by a countywide committee that represented a diverse set of modal and geographic interests of the electorate. The resulting Expenditure Plan includes 27 projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. Some of the projects have been segmented into multiple stages or distinct projects, for ease of implementation, creating a total of 34 projects or project segments.

Since 2002, when the 2000 Measure B began collecting taxes, staff has worked closely with each of the Project Sponsors to deliver Measure B-funded projects. This has included securing full funding by leveraging Measure B funds with federal and state funds, and actively working to advance the projects through each project development phase, not only to meet the Measure B requirement for full funding and environmental clearance, but also to meet the needs of the travelling public as quickly as possible. Through taking measured risks and aggressively pursuing a variety of funding opportunities, and working in close partnership with project sponsors, as well as state and regional funding agencies, the Authority has brought nearly two-thirds (62%) of the capital projects into the construction phase in about one-third of Measure B's 20-year term, based on the Measure B contributions. While the downturn in the economy has substantially decreased external funding to many transportation projects and Measure B funding to pass-through programs, it brought one of the most favorable public works bidding environment in decades. The timing of this favorable bidding market has proven to be an asset in the success of the current overall capital program delivery. The remaining projects to be delivered face an uncertainty with the outside funding that the previously delivered projects did not experience.

Remaining 1986 Measure B (ACTA) Capital Projects and 2000 Measure B (ACTIA) Capital Projects

Table 1 summarizes all of the capital projects, i.e. the remaining 1986 Measure B projects and all of the 2000 Measure B projects, and provides the amount of funding from non-Measure B sources that contribute to the projects. The non-Measure B sources contribute over \$3.3 billion to the programs. These sources do not escalate and can be vulnerable in the current fiscal climate. However, project readiness and expedient project delivery has been shown to be effective in maintaining the funds with each project.

Over the history of the 2000 Measure B, the annual revenues increased each year from the beginning of collection on April 1, 2002 until FY 2008-09. In FY 2008-09, the revenues were down 14% from the previous budget, and then dropped another 12% in FY 2009-10. Given the recent trends and the depth of the current economic recession, the current revenue projections are

assumed to remain flat through FY 2010-11, and then increase annually by four percent for subsequent years. The revenue forecast represents a constraint on the cumulative amount of Measure B funds that can be committed to the capital projects.

The Authority confirms commitments of Measure B funds to the capital projects annually in the Strategic Plan Update process. The project balance is adjusted at the beginning of each fiscal year using a project escalation factor, or PEF, which is based on a variety of cost indices. Given the significant down turn in projected revenue, in combination with the variations in the cost indices, the PEF for the FY 2010-11 Strategic Plan was set at 1.0 and is assumed to be 1.0 through FY 2011-12. This scenario accommodates the expected allocations to deliver the projects. The rate of draw down from the Measure B capital projects balance will accelerate due to several large projects recently entering the construction phase, or preparing to enter the construction phase. The first segment of the Warm Springs Extension project (ACTIA 2), the subway portion, is now under construction and the second portion is expected to break ground in mid-2011. The BART Oakland Connector project (ACTIA 3) recently cleared some funding hurdles and should break ground within a few months; and the Route 84 Expressway project (ACTIA 24), currently in the design phase, will go to construction in early 2012. The Route 238/Mission-Foothill-Jackson Corridor Improvement project (MB238) was also recently awarded by the City of Hayward.

The funding for the commitments to the 1986 Measure B projects is currently in the Authority's ACTA balances, and therefore available when needed. The current revenue and expenditure projections for the 2000 Measure B program show the cumulative expenditures exceeding the cumulative revenues within a couple of years, depending on the timing of project delivery and the availability of non-Measure B funding for the remaining projects. The need for the Authority to use some type of debt financing is being assessed regularly by the staff and project controls team as project delivery uncertainties are reduced.

Project Schedules

Currently, of the 40 projects, eleven projects totaling \$120 million in Measure B commitments are complete. Current project schedules show another project will be completed by the end of 2010, five in 2011, two in 2012, and four in 2013. The eight remaining projects with established timeframes for construction are expected to be completed between 2014 and 2017, about five years before the end of the sales tax collection period. Five other projects do not have scheduled construction dates at this time.

At the halfway point of the twenty-year tax collection period, or March 2012, all but four projects from the 2000 Measure B (Telegraph Avenue Corridor Bus Rapid Transit, Iron Horse Transit Route, Route 92/Clawiter-Whitesell Interchange, and Dumbarton Rail Corridor) will have begun construction. Also, at the halfway point of the Measure, 17 of 34 projects will have completed construction, and the remaining 12 projects with scheduled dates will be completed before 2017. Table 2 summarizes the construction time frame for each project, grouped by the starting year of construction.

Completed Projects

To date, the Authority has completed eleven projects totaling over \$120 million in Measure B funds worth a total of \$222 million. Additionally, the projects currently under construction represent improvements worth \$2.0 billion, including \$456 million of Measure B funds. Table 2 summarizes the Measure B Capital projects by year of construction and demonstrates that the promise to the voters is not only being kept, but before the mid-point of the sales tax collection period in 2012, only five projects from the 2000 Measure B, other than the “Study Only” projects, will not be under construction.

Two of the capital projects from the 2000 Measure B program reached significant milestones related to public access during September 2010. A ribbon cutting ceremony was held for the I-580 Interchange Project in Castro Valley (ACTIA 12) to mark the opening of the facility to public traffic; and another ceremony was held to acknowledge the launch of the new Express Lane along southbound I-680 over the Sunol Grade (ACTIA 8). The tolling operations along the new Express Lane facility began the morning of Monday, September 20, 2010.

Projects in the Pipeline to Construction

As shown in Table 2, two projects will begin construction in 2010; four more will begin during 2011, two in 2012, and two more in 2013. The status of each of these projects, as well as the four “Study Only” projects and three projects with undetermined construction dates, is discussed below.

Projects to Begin Construction in 2010

- BART Oakland Airport Connector (OAC) (ACTIA 3)
BART recently overcame some funding hurdles to clear the path for contract award. In February 2009, the MTC approved \$70 million in American Recovery and Reinvestment Act (ARRA) funds for OAC, which was contingent upon completion of a full funding plan by June 30, 2009, execution of an ARRA grant application by November 30, 2009, and BART award of a contract by December 31, 2009. On December 10, the BART Board awarded a Design Build Operate and Maintain (DBOM) contract to Flatiron/Parsons Joint Venture, contingent upon the Federal Transit Administration (FTA) approvals for the ARRA and New Starts funds.

Though BART met all of the Metropolitan Transportation Commission (MTC) requirements to advance the OAC project, on January 15, 2010, the FTA advised BART that due to the agency allegedly not completing a service equity analysis for the project, the project was not in compliance with Title VI of the Civil Rights Act of 1964 and the ARRA funds were at risk. The FTA indicated that if BART wished to pursue the ARRA funds, then an action plan to correct Title VI deficiencies was required to be submitted and ARRA funds would be withheld until compliance with the Title VI requirements was achieved. At a hearing on January 27, 2010, the MTC reiterated their support for the project and gave BART until February 16, 2010 to submit the report and gain concurrence from FTA on an acceptable action plan to correct Title VI deficiencies. If the deadline was not met, then the ARRA funds would be redistributed to Tier 2 transit rehabilitation and preventive maintenance projects throughout the region. On February 12, 2010, the FTA rejected the BART action

plan, resulting in the loss of the \$70 million in ARRA funds for the OAC project. BART has since worked with the Authority, MTC, and the Alameda County Congestion Management Agency to secure replacement funding for the OAC project, including funds programmed in the 2010 State Transportation Improvement Program (STIP).

With a full funding plan in place, BART awarded the contract (again) in September 2010 and construction should begin before the end of the year.

- I-80 Integrated Corridor Mobility (ACTIA 27B)
The San Pablo Avenue Transit and Arterial Operations Improvements project in Alameda and Contra Costa counties is an integral component of the I-80 Integrated Corridor Mobility project. The corridor management project consists of multiple systems and strategies that collectively will address the traffic challenges in the I-80 corridor, both on the freeway and along major arterials. The ACTIA funded project will provide project development funds for the arterial and transit improvements along San Pablo Avenue. Project development is ongoing and construction is anticipated to begin by the end of 2010.

Projects to Begin Construction between 2011 and 2013

- BART Warm Springs Extension (WSX) – Phase 2 (ACTIA 2)
The first phase of the WSX project, the Central Park Subway construction began in September 2009 and completion is expected in 2013. Preliminary engineering for the second phase - Line, Track, Stations and Systems (LTSS) contract - was completed in Fall 2009. The timing of the availability of the funds from state sources needed to be addressed prior to initiation of the Phase 2 construction, and the funding is now in place. BART issued a Request for Proposals (RFP) to the list of pre-qualified design-build contractors in September 2010. The contract is expected to be awarded in the Spring of 2011. Revenue service is scheduled to begin in late 2014.
- Telegraph Avenue/ International Boulevard/E. 14th Street Bus Rapid Transit (BRT) – (Project 7A)
AC Transit, the project sponsor, has been pursuing environmental approval of a Bus Rapid Transit project since early 2003. A three-year environmental clearance time extension (to March 31, 2012) was granted by the ACTIA Board in March 2009. This project is very complex with numerous environmental, jurisdictional and funding/cost issues.

The Policy Steering Committee approved a condensed schedule for adoption of the Locally Preferred Alternative (LPA) by April 2010. The new schedule included public outreach and workshops within each of the local jurisdictions. All three jurisdictions, Berkeley, Oakland and San Leandro have made presentations on the LPA to their planning commissions and adoption of an LPA by the AC Transit Board occurred in June 2010.

In late 2009, AC Transit requested diversion of \$35 million of Congestion Mitigation Air Quality (CMAQ) funds from the BRT project to cover transit operations deficits. While the MTC authorized the diversion, the FTA declared the CMAQ funds ineligible for operating

purposes. The CMAQ funds, however, are no longer eligible for project use. The diversion of the capital funds required a reassessment of the funding plan. In early 2010, the Federal Transit Administration (FTA) awarded the project the first \$15 million in Small Starts funding for the design phase; the funds will be available for use after AC Transit has secured a Record of Decision (ROD) for the project.

The Alameda County Congestion Management Agency (ACCMA) has initiated a corridor level study with the local jurisdictions to address broader transportation and land use goals that are beyond the scope of the Bus Rapid Transit project. The ACCMA was denied an initial grant request from the state to advance these activities, but they are looking for alternative funding sources.

- I-580 Auxiliary Lane Projects (Westbound I-580, Airway Boulevard to Fallon Road) (ACTIA 14B)

The project has been incorporated into the ACCMA's I-580 Westbound HOV Lane project, which will be constructed in two segments. The western segment of the project includes the ACTIA Auxiliary Lane project. Environmental clearance was complete in October 2009. Final design is expected to be completed in Spring 2011 and construction will begin in Summer 2011.

- Route 92 Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15)

This project is being developed by the City of Hayward in deliverable segments, with Phase 1 being the West A Street and Whitesell Drive Extensions to be delivered with ACTIA funds and Phase 2 being the Route 92/Clawiter Road – Whitesell Drive Interchange to be delivered with other funds. The City of Hayward received a one-year extension to the environmental clearance deadline in March 2009. Final design is expected to be complete in 2013 and construction will begin thereafter. Environmental studies for the Phase 2 project will commence, once funds are available from the Local Alternative Transportation Improvement Program (LATIP). The LATIP has been approved by the California Transportation Commission, and will provide for receipt of funds from sale of the State-owned right associated with the Route 238 Hayward Bypass. The environmental study and approval of the Phase 2 project would require additional time extensions.

On September 25, 2009, staff received a letter from the City of Hayward describing the issues that have arisen with the proposed alignment for the West A Street Extension between Hesperian Boulevard and Corsair Boulevard. The issue relates to a reclassification of the Hayward Executive Airport by the Federal Aviation Administration, which results in the length of the safety area at the end of the runway being extended from 300 feet to 1,000 feet, which would affect the proposed West A Street Extension. The proposed Whitesell Drive Extension would remain as originally planned. The City of Hayward has reviewed alternative alignments for the West A Street Extension, including a Tunnel Alternative and a Realigned Surface Alternative. The City has determined both proposed alternatives to be infeasible, but has identified other improvement options, in lieu of the West A Street Extension, that may meet the project objectives and accommodate vehicles seeking access to the Hayward industrial area. The ACTIA Board approved the revised project scope in June 2010.

- Westgate Extension to Davis Street – Phase 2 (ACTIA 18B)
The City of San Leandro is implementing the project in two stages. Construction of Stage 1, the southerly portion of Westgate Parkway extension to Williams Street, is complete. Stage 2 is currently in the design phase. Stage 2 will improve traffic operations on Davis Street by adding a lane of traffic in each direction on Davis Street, between the proposed southbound I-880 off-ramp and Timothy Street and improve the Timothy/Warden Street and Davis Street intersection, including all transitions on the approaches. Stage 2 will also provide a safe pedestrian access across Davis Street with a proposed elevated pedestrian bridge. Preliminary design of pedestrian bridge is underway and the City will request public input once preliminary design is complete.
- E. 14th Street/Hesperian Boulevard/150th Street Improvements (ACTIA 19)
This project, sponsored by the City of San Leandro, will construct improvements including adding turn lanes, constructing bus stop pockets and reconfiguring lanes. Environmental clearance was completed in November 2005. Design and property acquisition is currently underway, with construction anticipated to begin during 2011.
- Route 84 Expressway (ACTIA 24)
This project, co-sponsored by the City of Livermore, is being delivered by ACTIA, with consultant assistance, and will widen Route 84 from two lanes to four and six lanes between Ruby Hill Drive and Jack London Boulevard. Environmental Clearance was completed on August 5, 2008, and the US Fish and Wildlife Service issued the Biological Opinion on February 1, 2008.

Design for the Route 84 Expressway project is nearing completion and right-of-way acquisition has been initiated. The long-lead task is utility relocation and efforts are underway to finalize the relocation of the electric transmission lines with PG&E.

Funding for the project includes 2000 Measure B, local funds from the Tri-Valley Transportation Council (TVTC), and recently secured \$20 million of state bond funding from the Corridor Mobility Improvement Account (CMIA). The baseline agreement for the CMIA funding was approved by the California Transportation Commission (CTC) in September 2010. The project is being split into two segments with the first segment expected to enter construction in early 2012, and the second in late 2012.
- I-880/Mission Boulevard (Route 262) Interchange Phase 1B/2 (MB196)
This project includes a portion of the interchange project (Phase 1B) combined with the Warren Avenue Grade Separation project and the relocation of railroad facilities within the project limits. The Santa Clara Valley Transportation Authority (VTA) is implementing the project which is currently in the design phase.

The project is funded by a variety of sources including local funds from the VTA and the City of Fremont, state bond funds from the Highway-Railroad Crossing Safety Account

(HRCSA), 1986 Measure B funds remaining from Phase 1A, and STIP funds remaining from Phase 1A. The VTA is in the process of submitting an application to the CTC for additional state bond funds from the Corridor Mobility Improvement Account (CMIA).

- I-880 to Mission Boulevard East-West Connector (MB226)

The Authority is implementing this project in cooperation with the cities of Union City and Fremont. The Final Environmental Impact Report was certified on May 28, 2009 and the project was approved by the ACTA Board on June 25, 2009. Final design is proceeding and construction is anticipated to begin during 2012.

An updated project cost estimate of \$211 million was prepared in July 2008. Available funding for this project is approximately \$110 million, including \$88 million in Measure B funds. Additional funding is anticipated from various sources, including the dedication of required publicly owned right-of-way, possible future STIP programming and city contributions, Measure B capital reserve surplus, and proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway. SB 791 was enacted in September 2008, making this project eligible to receive funds generated by the state of state-owned right-of-way associated with the State Route 84 Historic Parkway.

The proposed alignment passes under UPRR at two locations and under BART at one location. The segment of the project which includes all three crossings also contains a portion of the redirected flood control facility. The railroad and BART crossings will most likely require shooflies (i.e. temporary track detours around the work zone) which can be costly and potentially have their own environmental and right-of-way impacts. No major schedule impacts have been identified at this time.

Projects to Begin Construction after 2013

- Iron Horse Transit Route (ACTIA 9)

The environmental document for this project, a Mitigated Negative Declaration, was certified by the Dublin City Council in Spring 2007. The City Council, at its hearing approving the FY 2007-08 Capital Improvement Program, tentatively extended the next phases of the project beyond FY 2010-11 in order to better coincide with anticipated funding availability. The Authority approved revised project limits and scope at their May 2010 meeting. A timeframe for construction has not been determined at this point.

- Dumbarton Rail Corridor (DRC) (ACTIA 25)

The project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. New cost updates for the project released in September 2009 show that the funding shortfall for delivery of the full Dumbarton Rail Corridor project has increased to approximately \$400 million. Though a phased project approach has been recommended to deliver the project, it would not fully address the funding issues.

This project received a two-year extension to the Environmental Clearance and the Full Funding Plan deadline in March 2009. The publication of the Draft EIS/EIR is on hold, pending direction from the Policy Advisory Committee (PAC) on how to address the funding shortfall. In December 2009, the PAC requested that staff reevaluate the project scope and update ridership projections. The initial findings from the reevaluation and projections were presented to the PAC at their May 2010 meeting. The PAC is also looking at the potential for funding interim bus operations to enhance ridership on the Dumbarton Bridge and is looking at opportunities for early right-of-way acquisition of the Oakland Subdivision (this segment has already received CEQA environmental clearance by Union City). A timeframe for construction has not been determined at this point.

- **Castro Valley Local Area Traffic Circulation Improvement (MB241)**
This project is being implemented by the Alameda County Public Works Agency and consists of a traffic circulation study in the Castro Valley area to identify problem areas and to determine a range of improvements and alternatives to address the problems. The study is scheduled for completion during 2010. The County presented conceptual alternatives in the area of Norbridge Avenue, Strobridge Avenue, Castro Valley Boulevard and the I-580 westbound Strobridge off-ramp to the Castro Valley Municipal Advisory Council in September 2009 with an update in June 2010. Outreach to the public and local businesses also occurred during June 2010. The County is working with Caltrans to determine the requirements to implement the project on the Caltrans facilities. The final study will incorporate the Caltrans comments. There is no timeframe for construction established at this time.

Projects Included as “Study Only”

- **I-880 Broadway/Jackson Street Interchange (ACTIA 10)**
This project is a study to identify improvements between I-880, I-980 and local streets including access to and from the Posey/Webster Tubes into Alameda. The Project Study Report is expected to be complete by the end of 2010.

In order to build project consensus among the various stakeholders and to develop an alternative to move forward into the environmental phase, the Authority engaged a consultant to act as a dedicated project manager. Efforts continue toward developing a project to move into the environmental phase.

- **I-680/I-880 Cross Connector Studies (ACTIA 22)**
In 2001, the Santa Clara Valley Transportation Authority (SCVTA) led a study to investigate alternatives for potential I-680/I-880 cross connections along six corridors: three in Alameda County and three in Santa Clara. The final report was completed in June 2005, and identified a program of improvements in each County. In mid-2006, the Alameda County Congestion Management Agency (ACCMA) selected a consultant to explore improvements within Alameda County between I-680 and I-880. The ACCMA consultant is currently working with ACTIA and the City of Fremont to develop a Project Study Report (PSR) for the

Mission Boulevard/Warm Springs Corridor. The PSR is scheduled for completion during 2011.

- I-580 Corridor/BART to Livermore Studies (ACTIA 26)
This project involves studies to evaluate improvements in the I-580 Corridor including highway, rail/transit or other parallel route improvements and right-of-way preservation for future rail corridor. Measure B funds are targeted for right-of-way preservation west of the Fallon Road/El Charro Road interchange and to undertake additional studies to determine the rail alignment in that area. In November 2009, BART released a program level Draft EIR that evaluated different alignments for the BART extension to Livermore, with the goal of gaining consensus on a BART Extension project. The comment period on the Draft EIR closed in January 2010 and the Final Program EIR was certified on July 1, 2010.
- Central Alameda County Freeway System Operational Analysis (MB240)
This project is being implemented by the Alameda Congestion Management Agency (ACCMA), and consists of an Operational Analysis (completed in late 2007) and selected Project Study Reports (PSR's) for projects in Central Alameda County identified during the analysis. The ACCMA will proceed to complete the PSRs separately for several selected projects on the approved prioritized LATIP project list beginning in 2011.

The project included the development of a LATIP, which is a prioritized list of congestion relief transportation projects in the same corridors that would have benefited from the original SR 238 Hayward Bypass project and that could be constructed in the next five to ten years. The LATIP was approved by the CTC, and is required to program the proceeds from the sales of the right-of-way that was preserved for the Hayward Bypass project.

General

Measure B has proven to be a steady and reliable funding source, even in uncertain economic times. The Measure B Capital Projects are well underway to being delivered substantially before the end of the sales tax collection period, and the Alameda County residents will have the benefit of the full complement of the capital projects being available to improve mobility throughout the county. The next challenge will be to meet the needs of a changing environment, including greenhouse gases, the aging population and gaps in connections, as well as funding the projects.

Role of the Transportation Sales Tax

As previously noted, the local contributions to transportation improvements have been playing an increasingly important role. Alameda County voters have authorized two transportation ½¢ sales taxes over the last three decades. The first 15-year transportation sales tax was approved by voters in 1986 and collection of the sales tax for the first Measure B concluded in 2002. The second ½¢ sales tax was a 20-year program approved by voters in November 2000 with sales tax collection starting in April 2002 when the first tax measure concluded. Combined, these two programs will contribute approximately \$1.8 billion in Measure B funds to transportation improvements in Alameda County. These funds will be used to leverage other federal, state,

regional, and local funding sources, thereby accomplishing a total investment package of over \$5.2 billion.

For both measures, the largest single recipient of sales tax funds was capital projects, however the shift in percentages between the first and second Measure B expenditure plans, reflects the changing priorities for the county. For the second Measure B (ACTIA), funding for capital projects decreased as a percentage of the total revenues, while contributions to transit and paratransit services and local streets and roads increased. In the second measure, funding for bicycle and pedestrian improvements and transit center development was also added. Funding for transit capital projects also increased substantially in the 2000 Measure B 2000 from 26 percent of the capital expenditures in 1986 to 52 percent of the capital expenditures.

While implementation is still occurring on a handful of ACTA projects, the remaining six active projects are all expected to be completed by 2013. Delivery of the ACTIA projects has occurred at a more rapid pace:

- At eight years into the collection of the 2000 Measure B sales tax, eleven of the capital projects from the 2000 Measure B have been completed;
- An additional nine projects are in construction and another two are expected to go to construction in 2010; and
- Three of the projects provide study money only and each of these projects is underway as well.

While the funding landscape has been constantly changing in recent years, assuming our matching funds are available:

- Another three projects are expected to be in construction by the end of 2011;
- By 2013, all projects, except the Iron Horse Transit Route (ACTIA 9) and Dumbarton Rail Corridor (ACTIA 25), which have undetermined construction dates, are anticipated to be completed or in construction; and
- Completion of all of these projects is anticipated by 2017, which is five years before the expiration of the sales tax measure.

Although ACTIA has had success in project delivery for the 2000 program, there are still projects that we have not been able to fully deliver due to cost increases and funding shortfalls, for example the Dumbarton Corridor Rail project. New transit investments within the county continue to be identified, but funding sources have not been identified and/or secured, for example, the BART Livermore Extension. In addition, with the changing legislative landscape, new challenges to transportation planning and infrastructure provision are arising. The initiation of the update of the Alameda Countywide Transportation Plan (CWTP) in 2010 provides a unique opportunity to work with the ACCMA to not only cooperatively update the CWTP and to incorporate the new mandates, but also to integrate a new vision for transportation investment into a potential next sales tax initiative. By moving forward with these two activities

simultaneously, it will be possible to focus the limited resources available to the county in the best way to achieve a shared vision of transportation for the future.

Fiscal Impacts:

There is no direct fiscal impact anticipated from the recommended action.

Attachments:

Attachment A – 1986 and 2000 Measure B Capital Projects Summary of Fund Sources

Attachment B – 1986 and 2000 Measure B Capital Projects Summary

**Table 1 - 1986 and 2000 Measure B Capital Projects
Summary of Fund Sources**

ACTIA Project No.	Project Name	Project Type	Project Funding Sources (\$ x million)							Total Funding (All Sources)
			1986 Measure B	2000 Measure B	Federal	State	Regional	Local	Other	
ACTIA 1	Altamont Commuter Express Rail	Mass Transit	\$ -	\$ 13.2	\$ 5.5	\$ 84.1	\$ -	\$ 59.0	\$ 243.9	\$ 405.7
ACTIA 2	BART Warm Springs Extension	Mass Transit	\$ -	\$ 224.4	\$ -	\$ 299.4	\$ 321.0	\$ 49.2	\$ -	\$ 894.0
ACTIA 3	BART Oakland Airport Connector	Mass Transit	\$ -	\$ 89.1	\$ 130.7	\$ 78.9	\$ 146.2	\$ 39.3	\$ -	\$ 484.2
ACTIA 4	Downtown Oakland Streetscape Improvement	Bicycle and Pedestrian	\$ -	\$ 6.4	\$ -	\$ -	\$ -	\$ 8.5	\$ -	\$ 14.9
ACTIA 5	Fruitvale Transit Village	Mass Transit	\$ -	\$ 4.4	\$ -	\$ 7.7	\$ -	\$ 1.4	\$ -	\$ 13.5
ACTIA 6	Union City Intermodal Station	Mass Transit	\$ -	\$ 12.6	\$ 20.4	\$ 7.7	\$ -	\$ 6.3	\$ -	\$ 47.0
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	Mass Transit	\$ -	\$ 10.4	\$ 95.1	\$ 52.7	\$ 50.2	\$ -	\$ 24.2	\$ 232.6
ACTIA 7B	San Pablo Corridor Rapid Bus	Mass Transit	\$ -	\$ 2.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.8
ACTIA 7C	Telegraph Avenue Corridor Rapid Bus	Mass Transit	\$ -	\$ 11.2	\$ -	\$ 8.9	\$ 6.7	\$ -	\$ -	\$ 26.8
ACTIA 8 ¹	I-680 Sunol Express Lanes	Highway	\$ -	\$ 35.2	\$ 5.4	\$ 8.0	\$ -	\$ 8.0	\$ -	\$ 56.6
ACTIA 9	Iron Horse Transit Route	Mass Transit	\$ -	\$ 6.3	\$ -	\$ -	\$ -	\$ 4.9	\$ -	\$ 11.2
ACTIA 10	I-880/Broadway-Jackson Interchange Improvement	Highway	\$ -	\$ 8.1	\$ -	\$ 6.0	\$ -	\$ -	\$ -	\$ 14.1
ACTIA 11	I-880/Washington Avenue Interchange Improvement	Highway	\$ -	\$ 1.3	\$ 0.5	\$ -	\$ -	\$ 1.4	\$ -	\$ 3.2
ACTIA 12 ²	I-580 /Castro Valley Interchanges Improvements	Highway	\$ 15.0	\$ 11.5	\$ 1.9	\$ 4.8	\$ -	\$ -	\$ -	\$ 33.2
ACTIA 13 ³	Lewelling/East Lewelling Boulevard Widening	Local Streets and Roads	\$ -	\$ 13.1	\$ -	\$ 4.3	\$ -	\$ 13.9	\$ -	\$ 31.3
ACTIA 14A	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	Highway	\$ -	\$ 2.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.5
ACTIA 14B	I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)	Highway	\$ -	\$ 2.7	\$ -	\$ -	\$ -	\$ 2.4	\$ -	\$ 5.1
ACTIA 14C ⁴	I-580 EB Auxiliary Lane (El Chorro Road to Airway Boulevard)	Highway	\$ -	\$ 7.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7.8
ACTIA 15	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Highway	\$ -	\$ 27.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27.0
ACTIA 16	Oakland Local Streets Rehabilitation	Local Streets and Roads	\$ -	\$ 5.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.3
ACTIA 17A	Hesperian/Lewelling Boulevard Intersection Improvement - Stage 1	Local Streets and Roads	\$ -	\$ 0.6	\$ -	\$ -	\$ -	\$ 0.1	\$ -	\$ 0.7
ACTIA 17B ³	Hesperian/Lewelling Boulevard Intersection Improvement - Stage 2	Local Streets and Roads	\$ -	\$ 0.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.7
ACTIA 18A	Westgate Parkway Extension - Stage 1	Local Streets and Roads	\$ -	\$ 7.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7.9
ACTIA 18B	Westgate Parkway Extension	Local Streets and Roads	\$ -	\$ 2.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.8
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	Local Streets and Roads	\$ -	\$ 1.0	\$ -	\$ -	\$ -	\$ 2.1	\$ -	\$ 3.1
ACTIA 20	Newark Local Streets Rehabilitation	Local Streets and Roads	\$ -	\$ 1.4	\$ -	\$ -	\$ -	\$ 4.1	\$ -	\$ 5.5
ACTIA 21	I-238 Widening	Highway	\$ -	\$ 81.0	\$ 18.3	\$ 29.2	\$ -	\$ 3.3	\$ -	\$ 131.8

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.
¹Total Project Funding amount shown includes southbound Express Lane costs plus \$20M of Measure B remaining for northbound.
²ACTIA 12 includes 1986 Measure B funding from MB 239.
³A portion of the scope from ACTIA 17B was incorporated into ACTIA 13.
⁴2000 Measure B funding for ACTIA 14C exchanged for State funds. Measure B funds made available for ACTIA 21.

Table 1. - 1986 and 2000 Measure B Capital Projects
Summary of Fund Sources

Updated September 2010

ACTIA Project No.	Project Name	Project Type	Project Funding Sources (\$ x million)							Total Funding (All Sources)
			1986 Measure B	2000 Measure B	Federal	State	Regional	Local	Other	
ACTIA 22	I-680/I-880 Cross Connector Studies	Highway	\$ -	\$ 1.2	\$ -	\$ 1.0	\$ -	\$ 0.3	\$ -	\$ 2.5
ACTIA 23	Isabel Avenue - Route 84/I-580 Interchange	Highway	\$ -	\$ 26.5	\$ 11.3	\$ 68.0	\$ -	\$ 48.6	\$ -	\$ 154.4
ACTIA 24	Route 84 Expressway	Highway	\$ -	\$ 96.5	\$ -	\$ -	\$ -	\$ 10.0	\$ 20.7	\$ 127.2
ACTIA 25	Dumbarton Rail Corridor	Mass Transit	\$ -	\$ 19.4	\$ -	\$ 39.0	\$ 134.9	\$ 108.0	\$ 399.4	\$ 700.7
ACTIA 26	I-580 Corridor/BART to Livermore Studies ROW Preservation	Mass Transit	\$ -	\$ 11.8	\$ -	\$ 1.8	\$ -	\$ 1.2	\$ -	\$ 14.8
ACTIA 27	Emerging Projects	-	\$ -	\$ 7.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7.5
ACTIA 27A	Vasco Road Safety Improvements	Local Streets and Roads	\$ -	\$ 1.5	\$ 4.7	\$ 12.2	\$ -	\$ 4.0	\$ -	\$ 22.4
ACTIA 27B	I-80 Integrated Corridor Mobility Project	Highway	\$ -	\$ 1.3	\$ 3.2	\$ 77.7	\$ 10.7	\$ -	\$ -	\$ 92.9
MB175	I-880/Route 92 Interchange	Highway	\$ 9.6	\$ -	\$ -	\$ -	\$ 235.0	\$ -	\$ -	\$ 244.6
MB196	I-880/Route 262 Mission Boulevard Interchange - Phase 1B/2	Highway	\$ 3.5	\$ -	\$ 3.8	\$ 64.3	\$ -	\$ 23.3	\$ 57.3	\$ 152.2
MB226	I-880 to Mission Boulevard East-West Connector	Local Streets and Roads	\$ 88.8	\$ -	\$ -	\$ 9.3	\$ -	\$ 8.6	\$ 104.2	\$ 210.9
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	Local Streets and Roads	\$ 80.0	\$ -	\$ -	\$ -	\$ -	\$ 11.5	\$ 6.5	\$ 98.0
MB239	Included in ACTIA 12	Highway	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MB240	Central Alameda County Freeway System Operational Analysis	Highway	\$ 5.0	\$ -	\$ -	\$ -	\$ -	\$ 0.7	\$ -	\$ 5.7
MB241	Castro Valley Local Area Traffic Circulation Improvement	Local Streets and Roads	\$ 5.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.0
1986 AND 2000 MEASURE B PROJECTS TOTAL			\$ 206.9	\$ 756.4	\$ 300.8	\$ 865.0	\$ 905.9	\$ 418.9	\$ 856.2	\$ 4,310.1

Table 2 - 1986 and 2000 Measure B Capital Projects Summary

Updated September 2010

Completed Projects	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
						Measure B Commitment	Total Funding (All Sources)
ACTIA 5	Fruitvale Transit Village	Mass Transit	Complete	October 2002	March 2004	\$ 4.4	\$ 13.5
ACTIA 7B	San Pablo Corridor Rapid Bus	Mass Transit	Complete	March 2008	December 2009	\$ 2.8	\$ 2.8
ACTIA 7C	Telegraph Avenue Corridor Rapid Bus	Mass Transit	Complete	June 2005	December 2009	\$ 11.2	\$ 26.8
ACTIA 11	I-880/Washington Avenue Interchange Improvement	Highway	Complete	April 2009	May 2010	\$ 1.3	\$ 3.2
ACTIA 14A	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	Highway	Complete	March 2009	December 2009	\$ 2.5	\$ 2.5
ACTIA 16	Oakland Local Streets Rehabilitation	Local Streets and Roads	Complete	July 2004	December 2006	\$ 5.3	\$ 5.3
ACTIA 17A	Hesperian/Lewelling Boulevard Intersection Improvement - Stage 1	Local Streets and Roads	Complete	October 2003	June 2004	\$ 0.6	\$ 0.7
ACTIA 18A	Westgate Parkway Extension - Stage 1	Local Streets and Roads	Complete	June 2004	October 2006	\$ 7.9	\$ 7.9
ACTIA 20	Newark Local Streets Rehabilitation	Local Streets and Roads	Complete	June 2003	February 2006	\$ 1.4	\$ 5.5
ACTIA 21 ¹	I-238 Widening	Highway	Complete	September 2006	October 2009	\$ 81.0	\$ 131.8
ACTIA 27A	Vasco Road Safety Improvements	Local Streets and Roads	Complete	January 2005	June 2009	\$ 1.5	\$ 22.4
SUBTOTAL (11 Completed Projects)						\$ 119.9	\$ 222.4

Currently in Construction	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
						Measure B Commitment	Total Funding (All Sources)
ACTIA 1	Altamont Commuter Express Rail	Mass Transit	Construction	June 2003	TBD	\$ 13.2	\$ 405.7
ACTIA 2	BART Warm Springs Extension	Mass Transit	Construction	September 2009	June 2014	\$ 224.4	\$ 894.0
ACTIA 4 - Phase 4A, 4B, 4C, Phase 4D complete	Downtown Oakland Streetscape Improvement	Bicycle and Pedestrian	Construction on hold	September 2007	June 2015	\$ 6.4	\$ 14.9
ACTIA 6	Union City Intermodal Station	Mass Transit	Construction	June 2007	March 2011	\$ 12.6	\$ 47.0
ACTIA 8	I-680 Sunol Express Lanes	Highway	Construction	October 2008	October 2010	\$ 35.2	\$ 56.6
ACTIA 12	I-580/Castro Valley Interchanges Improvements	Highway	Construction	June 2008	January 2011	\$ 11.5	\$ 33.2
ACTIA 13/17B	Lewelling/East Lewelling Boulevard Widening and Hesperian Boulevard/Lewelling Boulevard Intersection Improvement	Local Streets and Roads	Construction	July 2009	December 2011	\$ 13.8	\$ 32.0
ACTIA 14C	I-580 EB Auxiliary Lane (El Chorro Road to Airway Boulevard)	Highway	Construction	January 2009	May 2011	\$ 7.8	\$ 7.8
ACTIA 23	Isabel Avenue - Route 84/I-580 Interchange	Highway	Construction	January 2009	April 2012	\$ 26.5	\$ 154.4
MB175 ²	I-880/Route 92 Interchange	Highway	Construction	October 2007	September 2011	\$ 9.6	\$ 244.6
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	Local Streets and Roads	Construction	August 2010	December 2012	\$ 80.0	\$ 98.0
MB239 ³	I-580/Redwood Road Interchange	Highway	Construction	September 2008	January 2011	\$ 15.0	\$ -
SUBTOTAL (12 Projects in Construction)						\$ 456.0	\$ 1,988.2

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.
¹ 2000 Measure B funding for ACTIA 14C exchanged for State funds. Measure B funds made available for ACTIA 21.
² Project was part of the Route 880 (Nimitz) Widening Project and was segmented to accelerate project delivery.
³ Project costs for MB 239 included with ACTIA 12.

Table 2 - 1986 and 2000 Measure B Capital Projects Summary

Updated September 2010

Construction to Begin in 2010	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
						Measure B Commitment	Total Funding (All Sources)
ACTIA 3	BART Oakland Airport Connector	Mass Transit	Construction	February 2010	June 2013	\$ 89.1	\$ 484.2
ACTIA 27B	I-80 Integrated Corridor Mobility	Highway	Design	December 2010	May 2013	\$ 1.3	\$ 92.9
SUBTOTAL (2 Projects to Begin Construction in 2010)						\$ 90.4	\$ 577.1
Construction to Begin in 2011-2013	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	Mass Transit	Environmental	January 2013	September 2016	\$ 10.4	\$ 232.6
ACTIA 14B	I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)	Highway	Design	December 2011	October 2013	\$ 2.7	\$ 5.1
ACTIA 15	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Highway	Environmental	July 2013	January 2015	\$ 27.0	\$ 27.0
ACTIA 18B	Westgate Parkway Extension	Local Streets and Roads	Design	May 2011	September 2014	\$ 2.8	\$ 2.8
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	Local Streets and Roads	Design	July 2011	April 2013	\$ 1.0	\$ 3.1
ACTIA 24	Route 84 Expressway	Highway	Design	February 2012	April 2014	\$ 96.5	\$ 127.2
MB196 ²	I-880/Route 262 Mission Boulevard Interchange - Phase 1B/2	Highway	Design and Right-of-Way	November 2011	Late 2014	\$ 3.5	\$ 152.2
MB226	I-880 to Mission Boulevard East-West Connector	Local Streets and Roads	Design and Right-of-Way	May 2012	December 2014	\$ 88.8	\$ 210.9
SUBTOTAL (4 Projects Begin Construction in 2011, 2 Projects Begin Construction in 2013)						\$ 232.7	\$ 760.9
Project Studies, Undetermined Construction Schedules, and Emerging Project	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
ACTIA 9	Iron Horse Transit Route	Mass Transit	Design	TBD	TBD	\$ 6.3	\$ 11.2
ACTIA 10	I-880/Broadway-Jackson Interchange Improvement	Highway	Scoping	N/A	N/A	\$ 8.1	\$ 14.1
ACTIA 22	I-680/I-880 Cross Connector Studies	Highway	Scoping	N/A	N/A	\$ 1.2	\$ 2.5
ACTIA 25	Dumbarton Rail Corridor	Mass Transit	Environmental	TBD	TBD	\$ 19.4	\$ 700.7
ACTIA 26	I-580 Corridor/BART to Livermore Studies	Mass Transit	Environmental	N/A	N/A	\$ 11.8	\$ 14.8
ACTIA 27	Emerging Projects	-	-	N/A	N/A	\$ 7.5	\$ 7.5
MB240	Central Alameda County Freeway System Operational Analysis	Highway	Scoping	N/A	N/A	\$ 5.0	\$ 5.7
MB241	Castro Valley Local Area Traffic Circulation Improvement	Local Streets and Roads	Preliminary Engineering	TBD	TBD	\$ 5.0	\$ 5.0
SUBTOTAL (5 Project Studies, 2 Undetermined Construction Schedules, and 1 Undefined Project)						\$ 64.3	\$ 761.5

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.
² Project was part of the Route 880 (Nimitz) Widening Project and was segmented to accelerate project delivery.
³ Project costs for MB 239 included with ACTIA 12.