



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

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

Monday, April 08, 2013, 11:30 P.M.

1333 Broadway, Suite 300, Oakland, California 94612
(see map on last page of agenda)

Commission Chair
Scott Haggerty, Supervisor – District 1

Commission Vice Chair
Rebecca Kaplan, Councilmember

AC Transit
Elsa Ortiz, Director

Alameda County
Supervisors
Richard Valle – District 2
Wilma Chan – District 3
Nate Miley – District 4
Keith Carson – District 5

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Thomas Blalock, Director

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Marilyn Ezzy Ashcraft, Vice Mayor

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Peggy Thomsen, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

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Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Councilmember

City of Hayward
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John Chiang, Mayor

City of Pleasanton
Jerry Thorne, Mayor

City of San Leandro
Michael Gregory, Vice Mayor

City Of Union City
Carol Dutra-Vernaci, Mayor

Executive Director
Arthur L. Dao

Chair: Larry Reid
Vice Chair: Suzanne Chan
Members: Ruth Atkin, Luis Freitas, Laurie Capitelli, Nate Miley, Carol Dutra-Vernaci
Ex-Officio Members: Scott Haggerty, Rebecca Kaplan
Staff Liaison: Stewart D. Ng
Executive Director: Arthur L. Dao
Clerk of the Commission: Vanessa Lee

AGENDA

Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org

1 PLEDGE OF ALLEGIANCE

2 ROLL CALL

3 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee's jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handling it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

4 CONSENT CALENDAR

- 4A. Minutes of March 11, 2013– Page 1 A
4B. California Transportation Commission (CTC) March 2013 Meeting Summary – Page 5 I

5 PROGRAMS

- 5A. Approval for Continuation of Countywide Bicycle Safety Education Program – Page 7 A

- 5B. [Approval of Strategic Planning and Programming Policy for Integration with the 2013 Congestion Management Program \(CMP\) Update and 2014 State Transportation Improvement Plan \(STIP\) Development Process](#) – Page 23 I/A
- 5C. [Alameda CTC Semi-Annual Programs Status Update](#) – Page 35 I
- 5D. [Draft Vehicle Registration Fee \(VRF\) FY 2013/14 Allocation Plan](#) – Page 53 I
- 5E. [FY 2012/13 Coordinated Funding Program: Summary of Applications Received](#) – Page 73 I
- 5F. [Measure B Special Transportation for Seniors and People with Disabilities Gap Grant Cycle 5 Program Summary of Applications Received](#) – Page 79 I

6 PROJECTS

- 6A. [Approval of Draft FY 2013/14 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan](#) – Page 83 A
- 6B. [Downtown Oakland Streetscape Improvements \(ACTC Project No.604.0\) Approval of Time Extension for Project Specific Funding Agreement No.2003-02 \(Amendment No. 2\) Between the Alameda CTC and the City of Oakland](#) – Page 111 A
- 6C. [Westgate Parkway Extension Project \(ACTIA 18B\) - Allocation of 2000 Measure B Capital Funding](#) – Page 115 A
- 6D. [I-880/Mission Boulevard \(Route 262\) Interchange Completion Project \(ACTA MB196\) - Approval of Amendment to Professional Services Agreement \(A99-003\) with PB Americas for Right of Way Closeout Activities and Design Service During Construction](#) – Page 117 A
- 6E. [Alameda CTC Semi-Annual Capital Projects Status Update](#) – Page 121 I

7 COMMITTEE MEMBER REPORTS (VERBAL)

8 STAFF REPORTS (VERBAL)

9 ADJOURNMENT/NEXT MEETING: May 13, 2013

Key: A- Action Item; I – Information Item; D – Discussion Item

* Materials will be provided at meeting.

(#) All items on the agenda are subject to action and/or change by the Committee.

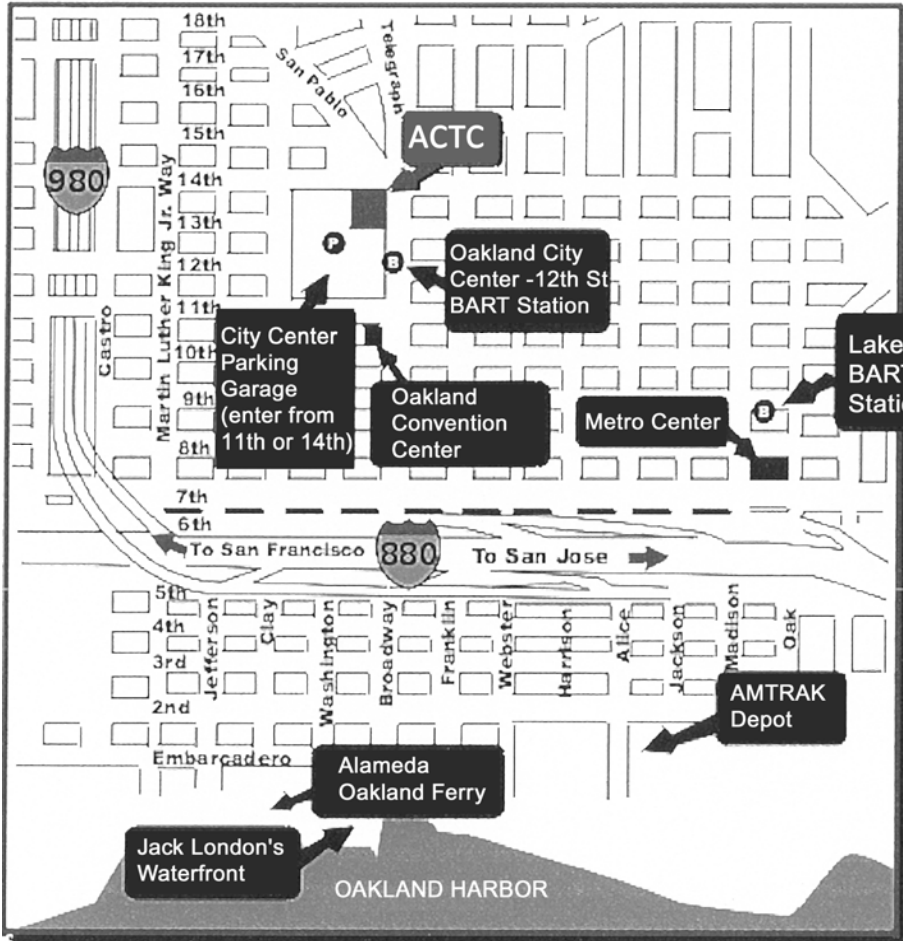
PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH

ENVIRONMENTAL SENSITIVITIES MAY ATTEND.

*Alameda County Transportation Commission
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Glossary of Acronyms

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



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

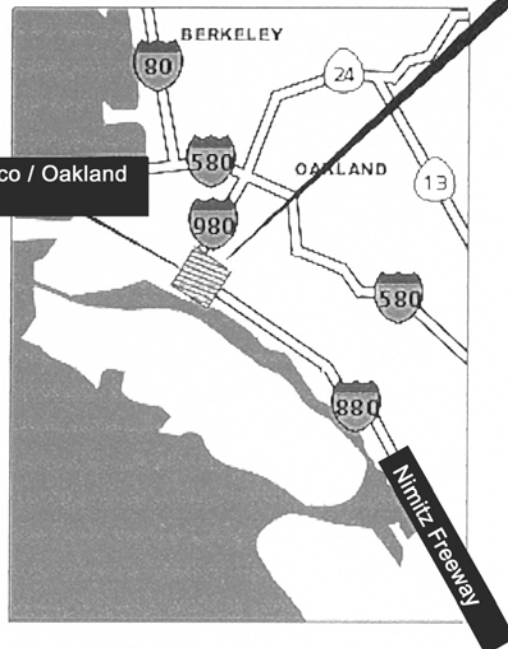
BART: City Center / 12th Street Station

AC Transit:

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

Auto Access:

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



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

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**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF MARCH 11, 2013
OAKLAND, CALIFORNIA**

Councilmember Harrison convened the meeting at 11:30 p.m.

1. Pledge of Allegiance

2. Public Comment

There was no public comment.

3. Roll Call

Lee conducted a roll call. A quorum was confirmed.

4. Consent Calendar

4A. Minutes of February 11, 2013

Supervisor Haggerty motioned to approve the Consent Calendar. Mayor Vernaci seconded the motion. The motion passed 6-0 with one abstention from Councilmember Atkin.

5. Programs

5A. Approval of Policy Framework for Planning, Programming and Monitoring at Alameda CTC

Tess Lengyel recommended that the Commission adopt a policy framework to guide the integration of how planning, systems performance evaluation and programming of funds will be developed. Ms. Lengyel stated that the Alameda CTC allocates over 160 million dollars of combined federal, state, regional and local funds for transportation per year. She presented a flow chart for Alameda CTC planning, programming and monitoring and reviewed how the process streamlines the long range plan and increases efficiencies.

Councilmember Atkin wanted to know if Alameda CTC included specific ways to measure quality of service included in the framework. Beth Walukas stated that staff will be presenting the 2013 Congestion Management Program in April, which includes multi-modal levels of service.

Mayor Vernaci questioned if there was a way to ensure that the constituents understand the significance of transportation needs as it relates to planning and programming throughout Alameda County. Mr. Dao stated that this framework could in fact, be used to inform the public of the importance of transportation funding.

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

5B. Overview of the Measure B Special Transportation for Seniors and People with Disabilities Program

John Hemiup provided an overview of the Measure B Special Transportation for Seniors and People with Disabilities Program. Mr. Hemiup stated that the primary goal of the program is to ensure that seniors, and people with disabilities, are able to meet their daily needs and maintain a high quality of life through accessible transportation. He highlighted Special Transportation services that Measure B funds and stated that the majority of funding goes to ADA mandated services. These services are provided by the following three programs: a joint venture called East Bay Paratransit which is operated by AC Transit and BART, non-mandated City-Based programs which include LAVTA and Union City Transit and finally, the competitive Gap Grant program. Mr. Hemiup provided a review of each program, fund distribution to cities, a summary of trips provided by Alameda CTC. He concluded by stating that PAPCO hosts an annual mobility workshop and provides extensive education and outreach.

Supervisor Miley wanted clarification on the services on the unincorporated areas of Alameda County. Mr. Hemiup stated that the City of Hayward provides services for the unincorporated areas and it has reported high levels of success specifically for the taxi service.

Supervisor Haggerty wanted to know if the 11 million dollars that was spent on paratransit were leveraged funds. Mr. Hemiup stated that they are leveraged.

A discussion was held surrounding the composition of the East Bay Paratransit joint powers agreement as well as risk assessment and funding. Mr. Todd stated that the Alameda CTC passes funding through BART and AC Transit who in turn put out a competitive bid for services. Representatives from AC Transit reviewed the composition and governance of the JPA and stated that the JPA has not met since 2001.

This Item was for information only.

5C. Coordinated Call For Projects Update

Matt Todd provided a review of the Coordinated call for Projects. He stated that applications were released February 4, 2013 and are due Friday March 15, 2013. Mr. Todd stated that there is 65 million dollars available for programming which includes OBAG grant funds, Measure B funds and Vehicle Registration Fee funds. Mr. Todd concluded by stating that the final program will be brought to the Commission in June.

This Item was for information only.

6. Projects

6A. Dumbarton Rail Corridor (ACTIA No. 25) – Approval of the Deadline Extension for Environmental Clearance and Full Funding for the Measure B Transportation Sales Tax Program Funded Project

Jim Richards recommended that the Commission approve two one-year extensions to the Environmental Clearance and Full Funding deadlines for the Dumbarton Rail Corridor Project. Mr. Richards stated that the extension will extend the deadlines from March 31, 2013 to March 31, 2015.

Councilmember Capitelli motioned to approve this Item with an amendment requiring that the San Mateo County Transportation Authority, provide a status update on the project to the Alameda

County Transportation Commission after the first one-year extension was completed. Councilmember Atkin seconded the motion. The motion passed 7-0.

6B. Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238) – Authorization to Execute Amendments to Project Funding Agreements to Transfer Funds from the Right-of-Way to the Construction Phase of the Project

Hank Haugse recommended that the Commission authorize the Executive Director to execute amendments to project funding agreements with the City of Hayward for the Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238). He stated that the action will allow the City of Hayward to use previously allocated Right-of-Way funds to complete the construction phase of the project.

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

7/8. Staff and Committee Member Reports

There were no staff or committee reports.

9. Adjournment and Next Meeting: April 08, 2013

Chair Reid adjourned the meeting at 12:43p.m. The next meeting is on April 08, 2013.

Attest by:



Vanessa Lee
Clerk of the Commission

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Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Matt Todd, Principal Transportation Engineer
Vivek Bhat, Senior Transportation Engineer

SUBJECT: **California Transportation Commission (CTC) March 2013 Meeting Summary**

Recommendation

This item is for information only. No action is requested.

Discussion

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

The March 2013 CTC meeting was held at San Francisco, CA. Detailed below is a summary of the 2014 State Transportation Improvement Program (STIP) that was considered at the March 2013 CTC meeting.

2014 State Transportation Improvement Program (STIP) Fund Estimate Assumptions

The Department of Transportation (Caltrans) presented the “2014 STIP Fund Estimate Draft Assumptions” to the CTC for review and comment. Section 14524(d) of the Government Code requires the CTC, in consultation with Caltrans, to determine the methodology and assumptions of the STIP Fund Estimate. Once the CTC approves the methodology and assumptions, Caltrans will use these guidelines to determine available program capacity for the STIP and the State Highway Operation and Protection Program (SHOPP) over the next five years.

The key milestones for the development of the 2014 STIP Fund Estimate are:

- March 5, 2013 – Draft Fund Estimate Assumptions presented to CTC
- May 7, 2013 – CTC Approves Fund Estimate Assumptions
- June 11, 2013 – Draft Fund Estimate presented to CTC
- August 6, 2013 – CTC Adopt Fund Estimate

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Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Matt Todd, Principal Transportation Engineer
Beth Walukas, Deputy Director of Planning
Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator

SUBJECT: Approval for Continuation of Countywide Bicycle Safety Education Program

Recommendation

It is recommended that the Commission approve the following actions related to the countywide Bicycle Safety Education Program:

1. Program \$300,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Funds (CDF) for funding a countywide Bicycle Safety Education program for three years, from July 1, 2013 through June 30, 2016. This will include:
 - a. Up to \$300,000 for Professional Services for the Bicycle Safety Education program;
 - b. Up to \$25,200 to extend and augment the existing grant-funded Bicycle Safety Education program (No. A09-0025) to allow for a sufficient transition of vendors, if deemed necessary;Combined, the Bicycle Safety Education program funding will not exceed \$300,000 for three years; and
2. Approve the inclusion of the Bicycle Safety Education Program services as a new task in the Safe Routes to Schools (SR2S) final contract (the Request for Proposals (RFP) was issued on March 18, 2013); and
3. As needed for the purposes of eliminating any gaps in the current bicycle safety education program, approve the East Bay Bicycle Coalition's request to extend the agreement expiration date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0025, Bicycle Safety Education program, for up to 3 months, from July 1, 2013 through September 30, 2013, to allow the program services to continue past the current grant expiration date of June 30, 2013, if needed to allow for a sufficient transition of vendors.

Summary

The countywide Bicycle Safety Education Program, started in 2007 by the East Bay Bicycle Coalition with a Measure B Countywide Discretionary Fund (CDF) grant, is now in its sixth year of operations, and has been expanded in scope and coverage of the county over these years. Since inception, over 5,200 adults and children have been trained in safe bicycle riding techniques and the rules of the road. The program has been largely funded through Measure B CDF funds during this period, with the amount of matching funds growing over the years. Staff are now proposing to move this program from grant-funded to a contracted program, similar to what was done with the Safe Routes to Schools program, since it provides a core service of bicycle safety education to the Alameda County community and is a priority program identified in the 2012 Countywide Bicycle Plan.

The scope of work (Attachment A) builds on the current program by incorporating best practices from cities throughout the country and early input from the Countywide Bicycle and Pedestrian Advisory Committee (BPAC). The proposed contract would be for up to three years. In order to maintain seamless program services, Alameda CTC staff is proposing to extend the current grant agreement for bicycle safety education for up to three months, from July 1 to September 30, to prevent a gap in services (see Attachment B for a request letter from EBBC). The total amount for three full years of operations, including the grant extension and the new contract, would be \$300,000, an amount consistent with previous Alameda CTC Bicycle Safety Education program funding.

In order to achieve cost-efficiencies and associated benefits for two countywide programs, it is proposed that the operations of the bicycle safety program be a task under the Safe Routes to Schools (SR2S) contract. A Request for Proposals (RFP) for the SR2S services has been advertised, and the proposed Bicycle Safety Education scope of work will be added as a new on-call task to that RFP. If this approach is approved by the Commission, the new contract for SR2S will include the bicycle safety education program services.

Discussion

The countywide Bicycle Safety Education program, operated by the East Bay Bicycle Coalition, was established in 2007, with a two-year grant from the Cycle 3 Measure B bicycle/pedestrian grant program. The program received a second two-year Measure B grant in 2009, as part of the Cycle 4 grant program, at which time the program was significantly expanded. Since there were no Measure B grant funding cycles over the following two fiscal years, the Bicycle Safety Education program grant agreement was twice considered for, and received, extensions and augmentations of funds. The current amended grant funding period will expire on June 30, 2013.

Summary of Grant Program Services & Accomplishments

The current grant program provides free bicycle safety education classes through a variety of classroom and on-road classes primarily to adults and teenagers, but also to children. The program operates throughout the county, and for all longer-form classes, trainers are certified by the League of American Bicyclists (LAB). Below is a summary of the current program, the total number of classes offered and the total number of people who have received training since 2007.

Summary of Bicycle Safety Education Performance Measures
(July 2007 - December 2012)*

| <i>Class Type</i> | <i>Classes Taught (#)</i> | <i>People Trained (#)</i> |
|---|---------------------------|---------------------------|
| Urban Cycling 101 (in English) <i>Two to three and a ½ hour classroom instruction for adults and teens</i> | 80 | 1557 |
| Urban Cycling 101 (in Spanish) | 7 | 67 |
| Urban Cycling 101 (in Chinese) | 5 | 112 |
| On-the-Bike Road Classes (in multiple languages) <i>Half day "on-bike" class to practice skills learned in Urban Cycling 101</i> | 23 | 336** |
| Adult How-to-Ride-a-Bike Classes <i>For adults or teens who do not know how to ride a bike</i> | 9 | 67 |
| Lunchtime Commute Workshops <i>One hour class taught at employer and community sites</i> | 37 | 629 |
| Family Cycling Workshops <i>Two and a ½ hour class for adults and children</i> | 22 | 618 |
| Kids Bike Rodeos <i>Off-street bike safety course and skills-building for children</i> | 28 | 1854 |
| TOTAL | 211 | 5240 |

* Grant program operates through June 2013; this table reports on courses taught through the last reporting period (December 2012).

** Urban Skills 101 is a pre-requisite for On-the-Bike Road class; total people reached often includes people already reached in 101 class; On-the Bike class participants in FY 07-08 & FY 08-09 not included in totals (figures were not reported separately).

In addition to the classes listed above, the program operates a train-the-trainer course, and police department citation diversion programs. Train-the-trainer courses are focused on training people to teach all classes besides the Urban Skills 101 and On-the-Road bicycle safety classes, which are taught by League of American Bicyclists-certified instructors. The police department citation diversion program is a two-phase program that has been expanding since its inception. The first phase is a police opt-in program, whereby law-enforcement shares information on bicycle safety classes with bicycle traffic violators. It is currently operating in most of the police departments in the county. The second part is a fully integrated program whereby bicyclists that have been cited for a traffic violation can defray the cost of their citation by attending a bicycle safety course. This program is now operating in two locations: UC Berkeley and City of Alameda.

Moving to a Contract-Based program

It is recommended that this program be funded via a contract, rather than via grant funds, for the following reasons:

1. The program is identified as a priority program in the 2012 Countywide Bicycle Plan adopted by the Commission in October 2012. The program, which will have been in place for six years as of this June, provides a core service of needed bicycle safety education in Alameda

County. Each year there are two to four bicyclists killed in a traffic collision and an average of over 550 bicyclists injured in Alameda County. There are also an unknown number of unreported collisions and near-misses. Regular, free bicycle safety classes can help to improve the safety of the increasing number of bicyclists in the county.

2. By formalizing the program through a contract, Alameda CTC can ensure that there is a consistent and comprehensive countywide approach to bicycle safety education. The program originally began as a pilot in a small area of the county and has since expanded throughout the county. A contract-based program will ensure that the bicycle safety education services are regularly offered and marketed in all areas of the county.
3. Converting the program from grant-based to contract-based will allow more transparency in the delivery of the program services and allow the program to be modified and tailored, allowing for the collaborative development of program services and performance measures between Alameda CTC and the contractor, resulting in a program that incorporates best practices and examples from around the region and country. It will also enable the program to be better coordinated with other Alameda CTC services, such as Guaranteed Ride Home and Safe Routes to Schools.

Draft Scope of Work

Staff requested that BPAC provide early input on the development of a scope of work for this RFP, in particular the tasks and the performance measures, since the BPAC has evaluated the grant submittals and subsequent progress reports since the program began. BPAC members provided the following feedback:

- Methods are needed for capturing lessons learned and applying new strategies to improve the program.
- A marketing and outreach strategy is needed to expand participation in the program.
- Regularly scheduled classes throughout the county are a priority.
- More bilingual trainers are needed to ensure the sustainability of bilingual classes.

In addition to garnering BPAC input, staff researched literature published on bicycle safety education needs and best practices, and surveyed successful bicycle safety education programs around the region and the nation to understand what works on a local level and how programs are funded. Major findings from research and interviews included the need to evaluate how bicycle safety education programs impact bicycle safety and behavior, strategies for reaching low-income communities, and outreach strategies/innovative program elements that have successfully increased attendance in other cities. The attached draft scope of work (Attachment A) builds on the existing program and also incorporates best practices, lessons learned and BPAC comments. It encourages the incorporation of innovative ideas to expand and improve the program. Six subtasks are included:

1. Coordination of Bicycle Safety Education Services
2. Communications and Outreach Strategy
3. Adult Bicycle Safety Education Classes
4. Youth Bicycle Safety Education Classes
5. Citation Diversion Programs

6. Project Evaluation, Performance Measures and Reporting

Contracting Process

Staff are proposing to make the operations of the bicycle safety program a single task under the Safe Routes to Schools (SR2S) contract. This will allow the bicycle safety program to be better coordinated with the SR2S outreach, marketing, evaluation and program activities (which, like the bicycle safety education program, also provides some youth and family bicycle safety education classes). Additionally, the vendor providing the bicycle safety services would have a similar skill set to those that will be provided in the SR2S contract.

A RFP for the SR2S services was advertised on March 18, 2013 and proposals are due on April 22, 2013. By addendum, proposers have been requested to address the Bicycle Safety Education scope of work as a new on-call task for a three-year duration, consistent with the existing RFP, from July 1, 2013 to June 30, 2016. If this action is approved by the Commission, the new contract for SR2S will include the Bicycle Safety Education scope of work as a required service.

The proposed contracting and possible grant extension schedule is as follows:

Bicycle Safety Education Program – RFP and Extension Schedule

| Date | Activity |
|---------------------|---|
| January 2013 | Received BPAC comments on developing a scope of work |
| April 2013 | Amend SR2S RFP to incorporate bike safety task |
| April 2013 | Request approval from Commission to include bike safety education task in SR2S final contract |
| May 2013 | Select SR2S & Bike Safety Education Program Consultant |
| June 30, 2013 | End of current grant-funded Bicycle Safety Education Program |
| July-September 2013 | Up to three-month extension of grant-funded Bicycle Safety Education Program, if necessary for transition |
| July 1, 2013 | Contract commencement |
| June 30, 2016 | Completion of contract for SR2S & Bicycle Safety Education Program |

Fiscal Impacts

The recommended action would allocate \$300,000 of the Measure B Bicycle and Pedestrian Safety Funds for the countywide bicycle safety education program.

Attachments

Attachment A: Draft Bicycle Safety Education Program Scope of Work

Attachment B: EBBC Proposal to Extend and Augment the Bicycle Safety Education Program

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ATTACHMENT A

DRAFT Scope of Work and Deliverables for

COUNTYWIDE BICYCLE SAFETY EDUCATION PROGRAM

(TASK 7 under Safe Routes to Schools RFP)

Alameda CTC is seeking a consultant to administer the continuation and enhancement of the countywide Bicycle Safety Education (BSE) program, which provides education to Alameda County community members to increase the safety of bicyclists of all experience levels. Classes provided as part of this task will primarily target adults and teenagers, but also families and children, and will be offered throughout the county in multiple languages. Responsibilities include operation, coordination, and financial management of the program.

Alameda CTC is the major funder of the current countywide BSE program through a grant to the East Bay Bicycle Coalition (EBBC). The countywide program was established in 2007, with a two-year Measure B grant. Since then, the program received a second two-year grant, and two one-year grant extensions. A countywide bicycle safety education program is identified as a priority program in the 2012 Countywide Bicycle Plan.

By June 2013 the BSE program will have trained over 5,200 people through 211 classes and workshops in all parts of the county. The program provides BSE courses through a variety of classroom and on-road classes primarily targeted to adults, but also to teenagers and children. The program began by offering 30 classes in its first two years. Today the program offers approximately 60 free classes each year in multiple languages throughout Alameda County.

For this task, the consultant will operate and provide coordination among three program elements (described below). These elements will operate in tandem to form a well-integrated effort, and will be further coordinated with the Safe Routes to Schools (SR2S) program youth classes (see Task 3: “Safe Routes to Schools Grades K-8 Program”) and the overall SR2S program marketing, outreach and evaluation. The consultant will be responsible for the following three elements of the countywide BSE program:

1. Operating adult bicycle safety classes.
2. Operating youth and family bicycle safety classes.
3. Expanding the citation diversion program to additional police departments.

The Alameda CTC encourages innovative ideas and expansion of the BSE program that will result in a more comprehensive, integrated and effective program. The consultant is expected to describe new and innovative plans for expanding and improving the existing program, with an emphasis on maximizing the number of people trained in BSE classes, increasing the safety of bicyclists in Alameda County, and reaching people in all parts of the county and in Communities of Concern, which are defined by the Metropolitan Transportation Commission.

The consultant is required to identify how its proposed approach will address the overall countywide BSE program goals, which are to:

1. Increase the safety of bicyclists in Alameda County;
2. Establish one cohesive countywide bicycle safety program that is implemented equitably throughout the county, with all program elements integrated and coordinated, even if implemented or funded separately from this task;
3. Maximize the number of people in Alameda County receiving effective bicycle safety education;
4. Create innovative and effective bicycle safety classes and programs that are grounded in best practices;
5. Effectively outreach to communities across Alameda County, especially to Communities of Concern and non-native English speakers, to expand the program; and
6. Coordinate the bicycle safety program with other bicycle and active transportation efforts in Alameda County to contribute to a larger, coordinated effort to create a bikeable Alameda County.

As a part of the response to this task, the consultant is expected to address the integration of the following items into the Alameda County BSE Program:

1. How coordination with appropriate local community groups will be approached when planning classes to achieve high levels of participation and effective programming.
2. How the proposed approach will tailor the BSE program to unique communities and how the program will aim to expand participation within each county planning area.
3. How the proposed approach will build upon and continue the lessons learned from the current BSE program.
4. How the consultant staff composition and proposed approach will identify the needs of and support the multicultural and varied income levels of communities throughout Alameda County.
5. Methods of leveraging the contract funding to secure additional funding that contributes to program expansion.

Subtasks:

| | |
|---|----------|
| Subtask 7.1 – Coordination of Bicycle Safety Education Services..... | 2 |
| Subtask 7.2 – Communications and Outreach Strategy..... | 2 |
| Subtask 7.3 – Adult Bicycle Safety Education Classes | 4 |
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| Subtask 7.5 – Citation Diversion Programs | 6 |
| Subtask 7.6 – Project Evaluation, Performance Measures and Reporting | 7 |

Specific details related to each subtask include:

Subtask 7.1 – Coordination of Bicycle Safety Education Services

The consultant will oversee the implementation of all BSE program elements, ensuring that all program elements are integrated and implemented as a unified countywide program, and that it is

delivered equitably throughout Alameda County. The work for this subtask includes managing the program operations and funding for the BSE program, and will be coordinated with Task 1 (“Project Initiation, Management and Coordination”).

The consultant will ensure that the program is fully integrated with other bicycle safety programs and related activities not funded through this contract, including, but not limited to:

- Bicycle safety and maintenance classes offered by other organizations (such as REI, local bicycle shops, police departments, recreation centers, etc.) throughout the county in order to complement, rather than duplicate efforts;
- Alameda CTC’s Guaranteed Ride Home (GRH) program; and
- Any additional efforts related to bicycle safety being conducted in the county.

As a part of this subtask, the consultant will further develop the three program elements and define the work products in greater detail. A detailed overall program schedule, including deliverable due dates, will be incorporated into Task 1, and will be maintained through said task.

Subtask 7.1 Deliverables:

- a) Revised work plan, detailed budgets, deliverables, schedules and performance measures for each program element included in Task 7.
- b) Regularly review and, as needed, revise work plans, budgets and schedule for each program element included in Task 7.
- c) Regular updates on existing and new outside funding to operate additional BSE classes.

Subtask 7.2 – Communications and Outreach Strategy

The BSE program requires enhanced outreach to local partners, community organizations, and the general public to maximize program visibility and participation, particularly in areas where class attendance has been low. The consultant will develop and implement a communications and outreach strategy for the coordinated program which promotes the full countywide bicycle safety education program offerings in an enticing, easy to understand, and easily-accessible manner.

As part of this subtask, the consultant will develop a communications and outreach strategy that, at a minimum, includes the following elements:

- A broad outreach and marketing strategy for the program as a whole, as well as a targeted outreach strategy for each BSE class-type. The targeted strategy should be tailored by class type, language and area of the county;
- Social media that is consistent with Alameda CTC’s existing social media strategy;
- A proposed timeline for the implementation of the strategy; and
- Coordination with the communications and outreach strategy described in Task 2.

The following strategies may also be considered:

- Strategies for reaching motor vehicle drivers; and
- Strategies for attracting media coverage of the program (i.e. “earned” media).

As part of the outreach and marketing strategy, the consultant will develop and maintain a clear, easy-to-use and informative website that includes all planned classes, descriptions of all class types and an efficient and convenient method for registering for and requesting information about classes.

Outreach materials should be available in English, Spanish, Cantonese, and additional languages, as appropriate for the targeted audience. The outreach strategy should be assessed regularly and modified, as necessary or at least once a year, to respond to challenges, lessons learned and opportunities. All program materials will be reviewed by Alameda CTC and will include the Alameda CTC logo, as appropriate. All graphics should be incorporated and designed to meet the objectives set by Alameda CTC along with appropriately addressing the target audience.

Subtask 7.2 Deliverables:

- a) A draft communications and outreach strategy, including descriptions, schedule, and budget for each item.
- b) A final communications and outreach strategy that incorporates Alameda CTC staff feedback.
- c) In coordination with Task 1, the communications and outreach strategy, should be reviewed and updated, as necessary, every month to incorporate a 3-month and 6-month look ahead.
- d) A BSE website with information about all courses offered, updated regularly reflecting the most current schedule.
- e) Maintain updated and effective print and online materials, including in multiple languages.

Subtask 7.3 – Adult Bicycle Safety Education Classes

This subtask is for the Alameda County BSE program component targeted to adults and teenagers which builds and expands on the lessons learned and successes of the existing program. A comprehensive program should be designed to be highly effective at maximizing the number of people effectively reached. The existing program should be reviewed for enhancements that will not only improve the educational component of the class, but increase attendance; an example to be considered is shorter classes that could reach a broader audience. Classes should complement other bicycle safety education programs in the county not funded through this task, such as classes funded through Task 3 (“Safe Routes to Schools Grades K-8 Program”) of this contract, by organizations such as Kaiser Permanente, or maintenance classes offered by local bike shops. The Alameda CTC BSE program should consider how safety education classes can support and promote the goal of enhancing bikeability throughout Alameda County. For instance, on-road classes might consider highlighting bicycle facility projects in the vicinity of the class, especially those planned or funded by Alameda CTC and other government entities, which improve bikeability and bike safety.

The consultant will design and operate a comprehensive adult BSE program that includes a range of class types offered throughout the county that fits within the overall budget. Classes should be regularly scheduled, such that participants can access classes within a reasonable amount of time, and should be free and accessible to all. All classes will be taught by instructors certified by the League of American Bicyclists or by trainers who have taken an instructor training class through this task, the previous bicycle safety education grant-funded program, or another similar program that has been pre-approved by Alameda CTC. The consultant will be responsible for securing course

venues. Alameda County community members will receive priority when registering for classes funded through this task.

For each type of class, the consultant will develop a curriculum based on best practices – modifications should occur a minimum of once a year, or as necessary, to keep information up-to-date. Class materials and curriculum will be reviewed by Alameda CTC. To ensure a sustainable program, the consultant will conduct train-the-trainer classes to develop expertise among a cadre of multi-lingual trainers that meets the language needs of Alameda County communities. When designing the program, the consultant must consider and address:

- How trainings will be tailored to meet the needs of students with varying cycling skills, experience and confidence;
- Plans to develop a combination of class formats and lengths to optimize attendance;
- Plans to hold trainings equitably throughout the four planning areas of Alameda County;
- Hosting classes on a regular basis (monthly, bi-monthly, etc);
- Plans for training a new cadre of trainers that represent diverse backgrounds and meet the multi-lingual needs of the county.

For this subtask, the consultant will also develop procedures for class administration, including an approach for determining how to schedule classes so that they do not conflict with major community or regional events, optimal class location and time to ensure maximum participation, consideration of a minimum registration number for classes to be held, a process for cancelling and rescheduling classes, and a proposed class fee structure, if applicable.

In its proposal, the consultant will describe each class type (e.g., topics covered, on-road versus classroom versus combination, class length, target audience, etc.), the number of classes offered by class type, the number or range of numbers of classes that will be taught in each language, the number of classes offered in each planning area, the estimated average attendance per class type, and the estimated cost per class and cost per student, by class type.

Subtask 7.3 Deliverables:

- a) Develop curriculum and presentation materials for each class type, in line with current best practices, and translated into Spanish, Cantonese, and any other languages as needed.
- b) Maintain and revise curriculum and presentation materials, as needed and at least once a year, throughout the course of the contract, to be up-to-date and to reflect current best practices.
- c) Develop draft and final procedures for class administration.
- d) Continually maintain a core schedule of classes for the upcoming six to twelve month period (additional classes may be added to core schedule) and coordinate with Task 1.

Subtask 7.4 – Youth Bicycle Safety Education Classes

The consultant will design a youth and family component for the BSE program that includes a range of class types offered throughout the county that fits within the overall budget. This subtask should be designed with an approach similar to Subtask 7.3 above, but tailored to a youth and family

audience. Note that the major focus of Task 7 is on delivering education to adults and teenagers, since youth and family cycling classes and general youth bicycle safety education are also offered in other tasks in this contract.

The consultant will coordinate the classes proposed in this subtask with the bicycle safety education programs offered through Task 3 (“Safe Routes to Schools Grades K-8 Program”), and ensure that these classes complement classes offered in Task 3 (e.g., by offering instruction in areas where no Safe Routes to Schools programs currently exist).

In its proposal, the consultant will describe each class type (e.g., topics covered, class length, target audience, etc.), the number of classes offered by class type, the number or range of numbers of classes that will be taught in each language, the number of classes offered in each planning area, the estimated average attendance per class type, and the estimated cost per class and cost per student, by class type.

Subtask 7.4 Deliverables:

- a) Develop curriculum and presentation materials for each class type, in line with current best practices, and translated in Spanish, Cantonese, and any other languages as needed, and integrated with the overall SR2S program.
- b) Maintain and revise curriculum and presentation materials, as needed and at least once a year, throughout the course of the contract, to be up-to-date and to reflect current best practices.
- c) Develop draft and final procedures for class administration.
- e) Continually maintain a core schedule of classes for the upcoming six to twelve month period (additional classes may be added to core schedule) and coordinate with Task 1.

Subtask 7.5 – Citation Diversion Programs

This subtask provides for the continuation and expansion of the existing Citation Diversion Program, which is a two-phase program. The first phase of this program includes a police “Opt-in” program, whereby law-enforcement officers share information on bicycle safety classes to bicycle traffic violators. Nine police departments in Alameda County currently participate in this program, including Alameda, Berkeley, Dublin, Fremont, Livermore, Newark, Pleasanton, Union City, and UC Berkeley. The consultant will survey police departments to determine whether existing programs are working, make any necessary improvements to support the existing programs, and expand Opt-in programs to every police department in the county, as feasible. Outreach to the police departments will build upon and be coordinated with the SR2S police department relationships and contacts.

The second phase of this subtask is a “Fully Integrated” program with local police departments whereby bicyclists that have been cited for a traffic violation can reduce the cost of their citation by attending a bicycle safety course. This integrated program currently operates with two local police departments: UC Berkeley and the City of Alameda. Bicycle safety classes offered through the citation diversion program are at least partially funded by the fees collected from the traffic violations. While these classes target people who have received a citation, they are currently open to the public and free to attend. The consultant will support, as needed, the two police departments with existing Fully Integrated programs, and use the lessons learned from these programs to expand

the number of police departments programs by two to four per year. Through this expansion, more bicycle safety education classes can be offered throughout the county, thereby building the overall Alameda County BSE program.

The Fully Integrated program may also include training law-enforcement professionals in order to expand their knowledge of safe bicycle riding techniques and to provide guidance on the type of enforcement that will have the biggest impact on safety.

Subtask 7.5 Deliverables:

- a) Regularly contact and provide materials to police departments with Opt-in programs.
- b) Survey police departments in Alameda County to identify how to expand the number of Opt-in and Fully-Integrated programs.
- c) Develop and maintain Opt-in programs in every police department in Alameda County, as feasible, by June 30, 2014.
- d) Develop and implement an implementation plan for expanding the number of Fully Integrated programs by two to four in each fiscal year.
- e) Support and maintain the existing Fully Integrated programs.

Subtask 7.6 Project Evaluation, Performance Measures and Reporting

Evaluating and monitoring the BSE program is a key component of developing and maintaining a successful and effective program. The following elements will be performed by the consultant.

Project Evaluation: Project evaluation is a critical piece of the overall BSE task to understand if the program is effectively meeting the goals outlined in the task overview, especially the goals of improving bicyclist safety across the county. The consultant will design a program evaluation that measures progress towards these goals and other measures proposed by the applicant. As feasible through the project budget, this should include conducting pre-class, post-class and later follow-up surveys of participating students by class type and the program as a whole to understand how the bicycle safety classes have resulted in bicycling behavior changes in Alameda County. Alameda CTC will review draft evaluations to provide input. Evaluations should be analyzed by the consultant on a regular basis, and high-level feedback and/or feedback that suggests the need for program changes should be included in monthly reports, as described below. The full analysis of the evaluations will be included in annual reports, along with any relevant implications for the program.

Performance Measures: In consultation with Alameda CTC, the consultant will develop performance measures and targets for subtasks 7.2 through 7.5 and report on them monthly and annually (see “Reporting” below). Performance measures should, at a minimum, measure the number of classes taught and people reached both overall and also by class type, planning area, and language, and may include other measures proposed by the consultant and/or agency staff.

Reporting: In order to monitor progress and adjust the program approach in a timely fashion, the consultant will submit monthly progress reports to Alameda CTC and a comprehensive annual report at the end of each contract year. Monthly progress reports will include:

- Update on performance measures;

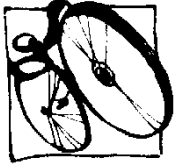
- Details on each class, including the location, language class taught in, number of class registrants, number of class attendees, copies of sign-in sheets, pass/fail rate for LCI certified courses (when applicable), class type, and photos of each class;
- Progress on communications and outreach strategy implementation;
- Progress on implementation of citation diversion programs;
- A list of all upcoming classes; and
- As relevant, updates on the following: evaluations and any proposed program changes as a result of evaluation findings, copies of media, and any potential or acquired matching funds.

Annual reports will report on the following items for the respective year:

- A comprehensive report on performance measures for the relevant year and, as applicable, the previous year;
- A comprehensive analysis of course evaluations for the relevant year with a comparison, as applicable, to the previous year;
- A review of class attendance, and plans, as needed, to increase attendance overall or in certain geographical areas;
- Any proposals to modify the existing scope of work to respond to evaluation results and input;
- Details on all classes taught throughout the year, including a summary of the information from the monthly progress reports;
- Summary of achievements and challenges related to communications and outreach strategy implementation;
- Summary of citation diversion program and the expansion effort;
- Summary of potential and/or acquired matching funds;
- Status update on any non-Alameda CTC funded components of the program, as applicable;
- Status update on the coordination of the countywide bicycle safety program with other bicycle programs and classes throughout the county; and
- Additional methods to expand and improve the countywide bicycle safety education program.

Subtask 7.6 Deliverables:

- a) Develop draft and final project evaluation approach.
- b) Draft pre-, post- and follow-up evaluation questions.
- c) Final pre-, post- and follow-up evaluation questions.
- d) Develop draft and final performance measures and targets, to be reviewed at least annually.
- e) Monthly progress reports including the items outlined above, at minimum.
- f) Annual reports, including the items outlined above, at minimum.



EAST BAY BICYCLE COALITION

Promoting bicycling as an everyday means of transportation and recreation

March 19, 2013

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

Re: Proposed Extend and Augment to Bicycle Safety Education Program–A09-0025

Dear Matt,

I am writing to request that the Alameda County Transportation Commission extend and augment funding for the Bicycle Safety Education Program for up to three months beyond the expiration of the current grant cycle of June 30, 2013. Based upon scheduled programs through the end of our current grant period ending June 30, we anticipate that our funds granted to date will be exhausted. We request up to an additional three months of funding to close the gap between the current grant and the RFP anticipated to be issued in the coming months. This extension will ensure that Alameda County continues to have a strong Bicycle Safety Education Program until the next contract is awarded.

Our goal with this proposed extension is to maintain our current level of programming for a total funding amount of up to \$25,166 for July 1 to September 30, 2013. In addition we will continue programming through match funding available through the regional Safe Routes to School Program for Family Cycling Workshop and Kids Bike Rodeos, from UC Berkeley and the City of Alameda for our Bicycle Traffic School Classes, from the City of Oakland for an expanded bicycle safety program in Oakland, and other sources.

For the three-month period of July 1 to September 30, 2013, we proposed to conduct the following programs with the funding requested in this letter:

| | |
|--|---|
| Urban Cycling 101 Classroom (English): | 3 |
| Urban Cycling 101 Spanish: | 1 |
| Urban Cycling 101 Cantonese: | 2 |
| Urban Cycling 101 “Day 2” Road Course: | 2 |
| Family Cycling Workshops: | 3 |
| Kids Bike Rodeos: | 2 |
| How-to-Ride-a-Bike Classes: | 1 |
| Lunchtime Commute Workshops: | 2 |

The total anticipated funding needed for this three-month period is \$25,166. Here is the breakdown of programs and funding amount by month for this period:

July 2013 – funding requested \$8,272:

- 1 Urban Cycling 101 class (English)
- 1 Urban Cycling 101 class (Cantonese)
- 1 Family Cycling Workshop
- 1 Kids Bike Rodeo

August 2013 – funding requested \$8,522:

- 1 Urban Cycling 101 class (English)
- 1 Urban Cycling 101 class (Spanish)
- 1 Family Cycling Workshop
- 1 'Day 2' Road Class
- 1 Adult How-to-Ride Class
- 1 Lunchtime Workshop

September 2013 – funding requested \$8,372:

- 1 Urban Cycling 101 class (English)
- 1 Urban Cycling 101 class (Cantonese)
- 1 Family Cycling Workshop
- 1 Kids Bike Rodeo
- 1 Lunchtime Workshop

Total funding need anticipated for July 1 to September 30, 2013 is \$25,166.

Thank you for considering our request for this bridge funding of up to \$25,166, to ensure that Alameda County continues to have a strong Bicycle Safety Education Program until the new RFP process is completed. Please let me know if I can provide any addition information to support our request.

Sincerely,



Renee Rivera
Executive Director

cc: Vivek Bhat
Rochelle Wheeler



Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Tess Lengyel, Deputy Director Policy, Public Affairs and Legislation
Beth Walukas, Deputy Director of Planning
Saravana Suthanthira, Senior Transportation Planner
Matt Todd, Principal Transportation Engineer

SUBJECT: **Approval of Strategic Planning and Programming Policy for Integration with the 2013 Congestion Management Program (CMP) Update and 2014 State Transportation Improvement Plan (STIP) Development Process**

Recommendation

It is requested that the committee review and provide input on Alameda CTC's Strategic Planning and Programming Policy for integration with the 2013 Congestion Management Program (CMP) Update and the 2014 State Transportation Improvement Plan (STIP) development process.

Summary

In March 2013, the Alameda CTC adopted a Strategic Planning and Programming Policy framework that establishes a comprehensive approach for programming and allocation of federal, state, regional and local funds to programs and projects that provides effective short and long-term transportation solutions and is consistent with the vision and goals established in the Countywide Transportation Plan. The adopted policy framework, as shown in Attachment A, integrates planning, programming, and monitoring for capital improvements, operations and maintenance needs in Alameda County, and integrates all fund sources germane to Alameda CTC, shown in Attachment B. This memo defines the next steps for implementing the adopted Strategic Planning and Programming Policy framework, hereafter referred to as the "Policy", including the vehicle documents that will be developed as part of the Policy and the implementation timeline for completing them.

The Policy will allow Alameda CTC to:

- fully integrate its business practices to further streamline agency planning, programming and delivery efforts;
- ensure effective feedback loops into decision-making through planning, data collection and partnerships;
- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC; and,
- support an on-going process of contracting opportunities that will support local jobs and economic development in Alameda County.

Discussion

The Alameda CTC is responsible for programming on average approximately \$160 million per year in federal, state, regional and local funds. The adopted Policy framework aims to integrate planning, programming and monitoring through a systematic process, including feedback loops to address system performance to support development and implementation of projects and programs to meet the vision and goals established for the county's transportation system.

The following summarizes the types of documents that are included in the Policy, the proposed changes for the 2013 CMP Update, the 2014 STIP development process and the implementation timeline to complete all components of the Policy.

Strategic Planning and Programming Policy Documents:

The Policy builds upon the strengths of many planning and programming activities that have been historically performed and documents prepared at the Alameda CTC, as well as creates some new ones to incorporate all fund sources and to establish a single repository for all programming decisions at the Alameda CTC.

The following are documents included in the Policy:

Strategic Plan/Congestion Management Program -- This document will include the five elements of the CMP, as required by state statute, and will expand some components of the CMP to more fully integrate all funding sources under Alameda CTC's purview, as well as to strengthen others so they can be utilized more effectively in future planning and programming decisions. The CMP required elements are:

1. *Level of service standards* to measure and monitor the performance of the system of highways and roadways designated by the CMA as CMP roadways;
2. *Performance report* element to evaluate current and future multimodal system performance using a set of established performance measures
3. *Travel demand management* element to promote alternative transportation methods;
4. *Land use analysis program* to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems; and
5. *Capital improvement program (CIP)* to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods. The CIP will include all funding sources under the purview of the Alameda CTC and will establish a seven-year horizon for fund allocations.

Programs Investment Plan (PIP) -- This is a new element that will be included in the CMP as a companion to the CIP and will provide a seven-year horizon for programming funds for operations, technology, education, planning and monitoring needs for all funding sources related to these types of transportation investments. These funds are typically known as Program Funds and consist of the Measure B pass-through and discretionary funds, Vehicle Registration Fee funds, and other funds that are used to support operations, education, maintenance, monitoring and reporting that are not included in a CIP.

Allocation Plan -- Programming of funds for capital projects and programs identified in the CIP and PIP will be done through a two-year Allocation Plan that will identify specific projects and programs

for funding, including the annual programmatic pass-through fund amounts from Measure B and VRF funds to local jurisdictions and transit operators. This document will serve as a single repository for all capital and programmatic funding decisions and will be updated every two years concurrent with the CMP and Alameda CTC's annual budget process, which typically includes adoption of a budget in May or June of each fiscal year.

2013 Congestion Management Program Update: Congestion Management Program legislation mandates that Alameda CTC, in its role as the Congestion Management Agency (CMA) for Alameda County, develop a Congestion Management Program (CMP) to identify strategies to address congestion issues in Alameda County. The CMP is required to be updated every two years. Alameda CTC updates the CMP during odd number years, and therefore it is due for an update in 2013. Based on the policy framework adopted in March, the 2013 CMP update will be a significant and comprehensive update making the CMP a Strategic Investment Plan/CMP. The Strategic Investment Plan/CMP will include the statutorily required CIP as well as Alameda CTC's PIP (described above) to identify all funding sources available for a seven-year period and identify transportation improvements (projects and programs) that can be funded using the identified funds.

In addition to the expanded CIP and development of the PIP, significant updates to the other CMP elements will include updates to the Land Use Analysis Program and Level of Service Standards. Updates in the Land Use Analysis Program will be made to better integrate the work performed by Alameda CTC in response to recent regional policy and legislative requirements regarding Priority Development Areas and Complete Street Policies. The Level of Service Standards element will be modified to evaluate how the more recent 2010 Highway Capacity Manual should be used for CMP purposes.

The updated Strategic Investment Plan/CMP is scheduled to be adopted by the Commission in December 2013 and the detailed scope and schedule for the Strategic Plan/CMP is described below in the Strategic Planning and Investment Policy Implementation Timeline section below.

2014 State Transportation Improvement Program Development Process: The development of the STIP occurs in odd numbered years and its adoption by California Transportation Commission in even numbered years. All programming in the STIP will be included in the Alameda CTC CIP and, therefore, the development of the 2014 STIP is included as part of the overall Strategic Planning and Investment Policy. A summary of the 2014 STIP estimate and Alameda CTC STIP development process is described herein and summarized below in the Strategic Planning and Investment Policy Implementation Timeline.

The California Transportation Commission (CTC) is scheduled to approve the final assumptions for the 2014 STIP Fund Estimate in May 2013, draft Fund Estimate in June 2013 and a final Fund Estimate in August 2013. The Metropolitan Transportation Commission (MTC) region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2013. Correspondingly, the counties' proposals are due to MTC in late October 2013. In order to meet this schedule, the attached 2014 STIP Development Schedule shows the Alameda CTC Board approving Alameda County's 2014 STIP Program in October 2013.

As in past STIP cycles, the CTC and MTC are not scheduled to adopt the final STIP policies until late summer. The development of the Alameda County STIP proposal will have to be closely coordinated with the statewide and regional development of the 2014 STIP policies and the Strategic Planning and Investment Policy Implementation Item. The CTC schedule calls for adoption of the 2014 STIP in April 2014.

Strategic Planning and Investment Policy Implementation Timeline: The following describes the proposed actions that will be taken to develop each component of the Strategic Planning and Investment Policy on a monthly basis. From April 2013 through April 2014, specific elements of the Strategic Planning and Investment Policy will be developed and brought to the Commission for approval as described in the implementation timeline below. This implementation timeline includes the 2013 Strategic Plan/CMP, the 2014 STIP development process, the Allocation Plan process and the development of methods to evaluate the effectiveness of the Strategic Planning and Investment Policy Implementation.

April 2013

- Approval of scope and schedule for the 2013 CMP and Strategic Plan Update

May 2013

- Review of CIP/PIP assumptions and methodology
 - Approach for identifying overall needs assessment and initiate development of screening and evaluation criteria
- Approval of 2014 STIP Principles

June 2013

- Approval of CIP/PIP assumptions and methodology
- Review of draft CIP/PIP screening and evaluation criteria
- Initiate CIP/PIP information collection, as required
- Review of Land Use Analysis Program (LUAP) Element
 - Comprehensive update in documenting and better integrating the work undertaken by the agency related to Priority Development Areas and Priority Conservation Areas development, Complete Street Policy, and other related planning efforts on land use and transportation connection and addressing climate change
 - Other items considered for updating this chapter:
 - Address using the 2010 Highway Capacity Manual (HCM) methodology including Multimodal Level of Service (MMLOS) standards for the Land Use Analysis Program purposes
 - Clarify language on transportation impact analysis
 - Explore options for collecting land development data as identified in the Next Steps of the 2011 CMP and in the Alameda County Priority Development Area Investment and Growth Strategy
 - Update the land use and socio-economic database to be consistent with the Association of Bay Area Governments (ABAG) soon to be adopted Sustainable Communities Strategy

July 2013

- Approval of CIP/PIP screening and evaluation criteria
- Review of Strategic Plan/CMP Areawide Deficiency Plan guidelines

September 2013

- Review of Strategic Plan/CMP Level of Service Monitoring Element
 - Review of Strategic Plan/CMP alternate data collection methodologies
 - Address the using the 2010 Highway Capacity Manual MMLOS standards for roadway performance monitoring regarding CMP Conformance and comparison of trends over time
- Review Draft STIP list of projects

October 2013

- Review of the draft 2013 Strategic Plan/CMP that includes the Draft CIP/PIP
- Adopt final STIP list of projects

November/December 2013

- Adoption of the final 2013 Strategic Plan/CMP (includes CIP/PIP)

January through April 2014

- Develop and adopt Alameda CTC's two-year Allocation Plan which will include all funding sources from projects and programs under Alameda CTC's purview
- Develop and adopt methods to evaluate the effectiveness of the Strategic Planning and Investment Policy Implementation

Fiscal Impacts

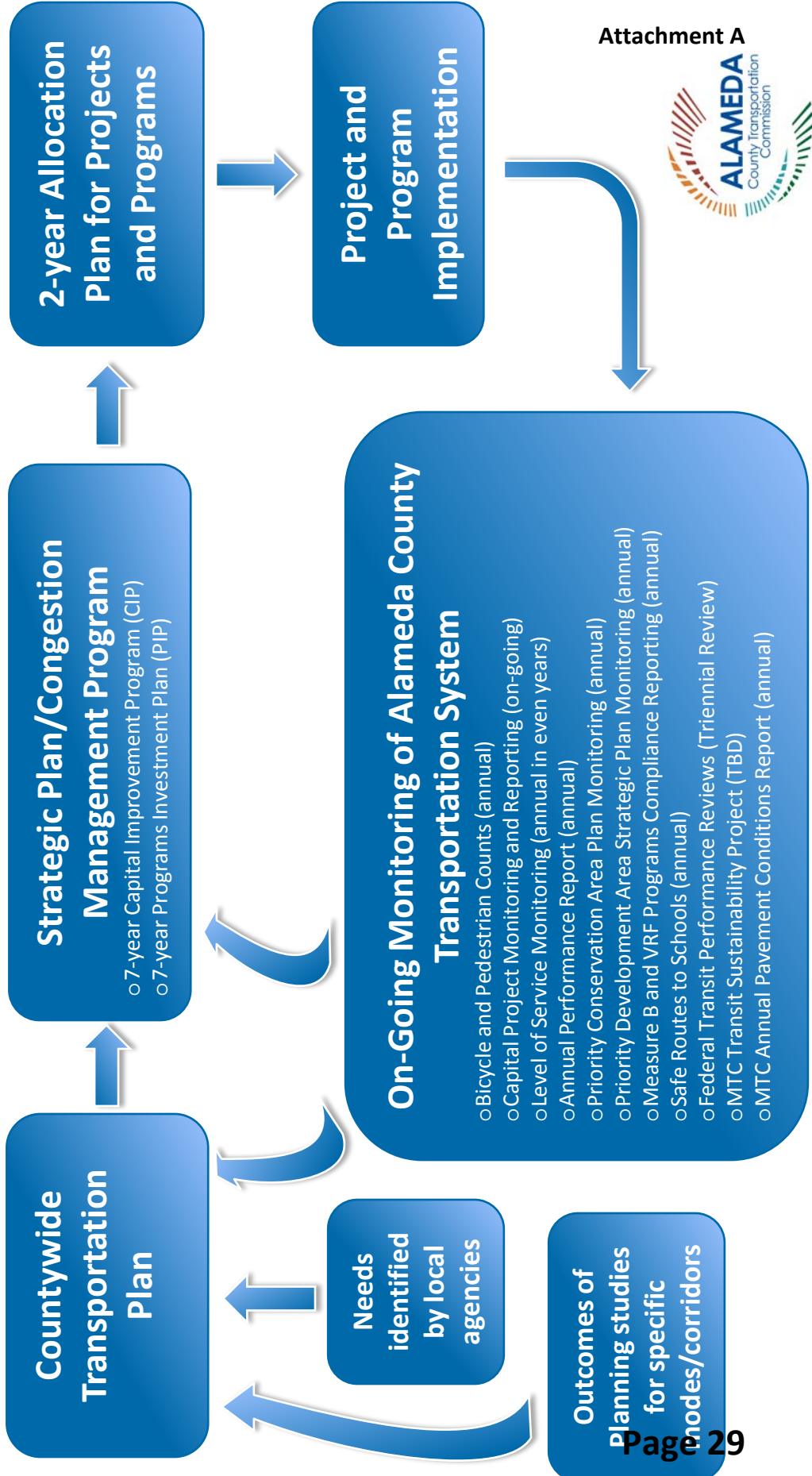
There is no fiscal impact.

Attachments

Attachment A: Alameda CTC Strategic Planning and Programming Policy Process Diagram
Attachment B: Funding Sources Programmed by Alameda CTC

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Alameda CTC Strategic Planning and Investment Policy Process



This flowchart illustrates Alameda CTC's process, which will integrate into the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (TIP), and State Transportation Improvement Program (STIP)

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Funding Sources Programmed by Alameda CTC

Federal:

Surface Transportation Program. The Alameda CTC, as Alameda County’s congestion management agency, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through funding from the reauthorization of federal funding for surface transportation, the legislation by which the Alameda CTC receives federal monies. MTC’s One Bay Area Grant Program is how these funds will be allocated in the coming years.

Congestion Mitigation & Air Quality Program. The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. MTC’s One Bay Area Grant Program is how these funds will be allocated in the coming years.

State and Regional:

State Transportation Improvement Program. Under state law, the Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). Of the STIP funds, 75 percent are programmed at the county level and earmarked as “County Share.” The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a Fund Estimate (FE) that serves as the basis for financially constraining STIP proposals from counties and regions.

Transportation Fund for Clean Air Program (TFCA). State law permits the BAAQMD to collect a fee of \$4/vehicle/ year to reduce air pollution from motor vehicles. Of these funds, the District programs 60 percent; the remaining 40 percent are allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC’s portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

Lifeline Transportation Program (LTP). Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for the LTP. The LTP provides funds for transportation projects that serve low income communities using a mixture of state and federal fund sources. The current program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute and State Proposition 1B funds. The make-up of this program will likely change due to the passage of MAP-21 and most of the Proposition 1B funds already allocated.

Local:

Measure B Program Funds: These include 60% of the sales tax dollars that are allocated to 20 separate organizations via direct pass-through funds or discretionary grant programs. In April 2012, the Alameda CTC entered into new Master Program Funding Agreements with all recipients, which require more focused reporting requirements for fund reserves. Agreements were executed Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority (WETA), Altamont Commuter Express (ACE), the Livermore Amador Valley Transit Authority (LAVTA), and the Bay Area Rapid Transit District (BART); cities include Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City (same agreement as for Union City Transit); and Alameda County.

The funds allocated to jurisdictions through the Master Program Funding Agreements include the following:

- Local Transportation, including local streets and roads projects (22.33 percent)
- Mass Transit, including express bus service (21.92 percent)
- Special Transportation (Paratransit) for seniors and people with disabilities (10.5 percent)
- Bicycle and Pedestrian Safety (5 percent)
- Transit-Oriented Development (0.19 percent)

Measure B Capital Funds: These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.

Vehicle Registration Fee: The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:

- Local streets and roads (60 percent, allocated through MPFA)
- Transit (25 percent, allocated through discretionary program)
- Local transportation technology (10 percent, allocated through discretionary program)
- Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

Local Exchange Program. Under this program, the Alameda CTC can exchange state and federal funds for local monies, giving project sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects that would otherwise have been delayed due to the lack of available STIP funding. The program includes projects such as bus purchases, overpasses, intermodal facilities, local road improvements and arterial management projects.

Other Funding Sources

There are numerous other funding programs that fund transportation investments in Alameda County, but the Alameda CTC does not have a direct role in programming these fund, including, but not limited to:

- Federal Disaster Assistance
- Federal Transit Sections 5300 series
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Bridge Tolls (Regional Measure 2) – sometimes Alameda CTC may have a role in identifying projects for these funds
- Local Gas Tax (Highway Users Tax Account)

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Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Matt Todd, Principal Transportation Engineer
John Hemiup, Senior Transportation Engineer

SUBJECT: Alameda CTC Semi-Annual Programs Status Update

Recommendation

This is an informational item only. No action is requested.

Summary

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs, services, and projects in Alameda County.

In November 2010, voters approved Measure F Vehicle Registration Fee (VRF) Program, thereby authorizing the collection of an annual \$10 per vehicle registration fee starting in May 2011. Funds raised by the VRF Program are for local transportation purposes in Alameda County.

On a monthly basis, Alameda CTC disburses Measure B and VRF pass-through program funds to (21) twenty-one agencies/jurisdictions through formulas and percentages. During the first half of fiscal year 2012-2013 (FY 12-13), the pass-through funded programs received the following funds listed in Table 1 on the next page.

Pass-through program recipients are required to submit separate annual independent financial audits and accompanying descriptive compliance reports for Measure B and VRF at the end of each calendar year.

Local agencies/jurisdictions and nonprofit organizations may also receive Measure B and VRF grant funds through Alameda CTC's discretionary grant funding programs. Grant recipients are required to submit progress reports every six months. These progress reports summarize the status of grant programs semi-annually (as reported by recipients).

Table 1: Measure B and VRF Pass-Through funds received per program in the first half of FY 12-13

| Measure B Programs | Measure B Funds (in millions) | Vehicle Registration Fee Programs | VRF Funds (in millions) | Total Funds (in millions) |
|--|--------------------------------------|--|--------------------------------|----------------------------------|
| Local Streets and Roads (Local Transportation) | \$13.0 | Local Streets and Roads | \$3.9 | \$16.9 |
| Mass Transit | \$12.3 | | N/A | \$12.3 |
| Special Transportation for Senior and People with Disabilities (Paratransit) | \$5.2 | | N/A | \$5.2 |
| Bicycle and Pedestrian Safety | \$2.2 | | N/A | \$2.2 |
| TOTALS | \$32.7 | | \$3.9 | \$36.6 |

Discussion

Summary of Measure B Pass-through Fund Program

Since the 2000 Measure B sales tax collections began on April 1, 2002, Alameda CTC has collected and distributed approximately \$632.0 million in Measure B program funds, including pass-through and grant funds, to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes.

For Fiscal Year 2012-2013 (FY 12-13), Measure B net sales tax revenues are projected to generate \$106.4 million. Of this amount, approximately \$60.0 million will be distributed to eligible jurisdictions as Pass-through funds.

During the first half of FY 12-13, the actual net sales tax revenue was \$58.1 million. This is a positive initial indication that the actual total net revenues in FY 12-13 may be higher than originally projected. Thus, recipients may receive more pass-through dollars to support their transportation projects and programs.

As agencies address their transportation funding needs, it is important to note the Master Program Funding Agreement (MPFA) states that Local Streets and Roads funds are eligible for uses on an array of local transportation improvements. Local Streets and Roads funds for more than just traditional roadway improvements, this program is a versatile option for applicable usages to Local Transportation including bicycle/pedestrian, paratransit and transit improvements as well as roadway.

Measure B FY 12-13 Pass-through Program highlights are noted below:

- In the first half of FY 12-13, Alameda CTC distributed approximately \$32.7 million in Measure B pass-through funds as depicted by program distribution in Table 2 on the following page.

Table 2: Measure B Pass-through Funding Distribution
(First half of FY 12-13)

| Program/Projects | Amount Distributed <i>(in millions)</i> | Percent |
|---|---|----------------|
| Local Streets and Roads (Local Transportation) | \$ 13.0 | 39.8% |
| Mass Transit | \$ 12.3 | 37.6% |
| Paratransit | \$ 5.2 | 15.9% |
| Bicycle and Pedestrian | \$ 2.2 | 6.7% |
| TOTAL | \$ 32.7 | 100% |

- Alameda CTC distributed pass-through funds to (21) twenty-one jurisdictions including (14) fourteen local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; Alameda County; and (6) six transportation agencies: Alameda-Contra Costa Transit District (AC Transit), Altamont Commuter Express (ACE) Rail Service, Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART), San Francisco Bay Area Water Emergency Transportation Authority (WETA), and Union City Transit.

Summary of Vehicle Registration Fee Pass-through Fund Program

Since Vehicle Registration Fee collections began in May 2011, Alameda CTC has collected \$19.0 million in net funds. Alameda CTC began distributing VRF pass-through funds to local jurisdictions in Spring 2012. These pass-through funds are eligible exclusively for local street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the VRF per the MPFA.

For FY 12-13, VRF fund collections are projected to generate \$10.2 million. Of this amount, approximately \$6.1 million will be distributed to eligible jurisdictions as Pass-through funds.

VRF FY 12-13 Pass-through Fund program highlights are noted below:

- For FY 12-13, to date Alameda CTC VRF actual net revenue is approximately \$6.5 million.
- Of the \$6.5 million, Alameda CTC distributed \$3.9 million (60%) in VRF pass-through program funds to recipients for local streets and roads improvements.
- The remaining \$2.6 million (40%) is reserved for discretionary grant programs.
- Alameda CTC distributed VRF pass-through funds to (14) fourteen local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; and Alameda County.

Summary of Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four competitive grant programs to local agencies, transit agencies, and nonprofit organizations for transportation purposes. Alameda CTC evaluates grant proposals before awarding grants to project sponsors. For the Bicycle and Pedestrian Countywide Discretionary Fund (CDF) and the Paratransit Gap Grant programs, community advisory committees also review and make funding recommendations to the Commission for approval.

For FY 12-13, to date, Alameda CTC has reimbursed project sponsors approximately \$1.5 million in Measure B grant funding. The four competitive grant programs are described below.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

Through the Bicycle and Pedestrian CDF Grant Program, Alameda CTC provides funding to bicycle and pedestrian transportation projects which encourage and increase accessibility, safety, and mobility for bicyclists and pedestrians throughout the County.

Alameda CTC has allocated approximately \$10.1 million to (44) forty-four bicycle and pedestrian projects related to capital projects, master planning activities, and bicycle education efforts. Alameda CTC's Bicycle and Pedestrian Advisory Committee (BPAC) provides project funding recommendations to the Commission. Currently, there are (10) ten active bicycle/pedestrian projects financed through this grant fund.

For FY 12-13, to date, Alameda CTC has reimbursed approximately \$578,000 to project sponsors.

Express Bus Service Grant Program

The Express Bus Service program is designed to improve rapid bus services throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion.

Alameda CTC has allocated approximately \$7.4 million to (7) seven express bus service projects. Currently, there are (3) three active express bus service projects.

For FY 12-13, to date, Alameda CTC has reimbursed over \$272,000 to project sponsors.

Paratransit Gap Grant Program

The Paratransit Gap Grant program provides funding to local jurisdictions, transit agencies, and non-profit groups to improve transportation mobility and access to seniors and people with disabilities. The program funds a variety of projects from shuttle operations, same day/taxi services, transportation/outreach services including special transportation services for individuals with dementia, volunteer driver services, travel escorts, and travel training.

Alameda CTC has allocated approximately \$12.2 million to (58) fifty-eight transportation projects and programs for seniors and people with disabilities. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the

Commission on the Paratransit Gap grant funding. Currently, there are (22) twenty-two active Paratransit Gap projects.

For FY 12-13, to date, Alameda CTC has reimbursed approximately \$609,000 to project sponsors.

Transit Center Development Grant Program

The Transit Center Development (TCD) grant program focus on development of mixed-use residential or commercial areas designed to maximize access to public transportation. These projects are also referred to as Transit Oriented Development Projects (TOD) or Priority Development Areas (PDA). Alameda CTC makes these funds available to Alameda County cities and to the County to encourage development near transit centers.

Alameda CTC allocated over \$1.6 million to TCD projects throughout Alameda County. Currently, there are (2) two active TCD projects.

For FY 12-13, to date, Alameda CTC is awaiting a reimbursement request from the project sponsors.

Measure B Grant program highlights

- Since the start of Measure B grant funding in 2004, over 40 agencies and nonprofit organizations have received grant awards through the four grant programs.
- As of September 2012, Alameda CTC has funded 118 grant projects in the amount of approximately \$31.3 million in Measure B funding.
- To date, there are (81) eight-one completed projects which have expanded access to transportation and improved mobility in Alameda County for each type of grant program.
- These Measure B grant funded projects and programs have been successful at meeting and exceeding performance measures and other markers of success.
- These grant programs have leveraged Measure B funds to cover total grant program costs of approximately \$119.0 million.
- Currently, there are (37) thirty-seven active grants.
- In February 2013, Alameda CTC announced a new call-for-projects for the Paratransit Gap Grant Cycle 5 Program. Selected projects for funding will be recommended to the Commission in May 2013.
- Similarly, in February 2013, as part of the Coordinated Funding Program, a call-for-projects was announced for Measure B Bicycle/Pedestrian Cycle 5 (\$2.5 million) and Express Bus Cycle 3 (\$2.2 million) grant funds. This program coordinates the programming of Measure B, federal and VRF funds. These projects will be a recommended for the Commission's approval in June 2013.

VRF Grant program highlights

- The FY 2012/13 Coordinated Program aligned the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with

the One Bay Area Grant call-for-projects (federal funding). The call-for-projects was released in February 2013. The available funding included \$1.5 million of VRF grant funds to the Bicycle/Pedestrian Program and \$5.0 million to the Transit Program. This program coordinates the programming of Measure B, federal and VRF funds.

- Funds will be available in FY 13/14 and will be the first year of VRF grant funding.
- A list of projects will be recommended for the Commission’s funding approval in June 2013.

Summary of Measure B Grant Funding Cycles

The following Table 3 depicts the Measure B grant cycles, including the Measure B award amount to date and the total number of projects for each cycle. In lieu of issuing a Call for Projects for the grant programs in FY 10/11 and 11/12, the Commission approved supplemental funding, funding reallocation, and/or time extensions (*reference as “mid-cycle”*).

Table 3: Total Measure B Grant Programs Summary

| Program | Cycle | Start Date | Measure B Awards | Total Project Costs | Total Projects | Active Projects |
|----------------------------|-----------|------------------|---------------------|----------------------|---------------------|-----------------|
| Bicycle and Pedestrian | 1 | 02/26/04 | \$1,250,000 | \$5,845,092 | 7 | 0 |
| | 2 | 04/28/05 | \$1,000,000 | \$2,143,921 | 8 | 0 |
| | 3 | 07/01/07 | \$2,407,292 | \$16,592,705 | 14 | 0 |
| | 4 | 07/01/09 | \$4,926,682 | \$10,760,667 | 12 | 7 |
| | Mid-Cycle | 07/01/10 | \$484,000 | \$4,204,000 | 3 | 3 |
| | | Subtotal: | \$10,067,974 | \$39,546,385 | 44 | 10 |
| Express Bus | 1 | 07/01/06 | \$3,170,843 | \$12,284,677 | 3 | 1 |
| | 2 | 07/01/09 | \$3,907,157 | \$5,448,679 | 3 | 1 |
| | Mid-Cycle | 07/01/10 | \$321,000 | \$321,000 | 1 | 1 |
| | | | Subtotal: | \$7,399,000 | \$18,054,356 | 7 |
| Paratransit | 1 & 2 | 07/01/04 | \$1,536,365 | \$1,536,365 | 16 | 0 |
| | 3 | 07/01/06 | \$4,126,162 | \$4,759,835 | 16 | 4 |
| | 4 | 07/01/08 | \$6,133,191 | \$8,876,540 | 20 | 12 |
| | Mid-Cycle | 07/01/10 | \$391,244 | \$564,500 | 6 | 6 |
| | | Subtotal: | \$12,186,952 | \$15,737,240 | 58 | 22 |
| Transit Center Development | 1 | 07/01/05 | \$340,390 | \$1,662,175 | 4 | 0 |
| | 2 | 07/01/07 | \$767,000 | \$43,369,344 | 4 | 1 |
| | Mid-Cycle | 07/01/10 | \$500,000 | \$500,000 | 1 | 1 |
| | | Subtotal: | \$1,607,390 | \$45,531,519 | 9 | 2 |
| Total: | | | \$31,261,316 | \$118,869,500 | 118 | 37 |

Attachments

- Attachment A: Bicycle and Pedestrian CDF Measure B Grant Program Status Update
- Attachment B: Express Bus Service Measure B Grant Program Status Update
- Attachment C: Paratransit Measure B Gap Grant Program Status Update
- Attachment D: Transit Center Development Measure B Grant Program Status Update

Bicycle and Pedestrian CDF Grant Program

Attachment A: Bicycle and Pedestrian Countywide Discretionary Fund Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 4 Bicycle and Pedestrian Grant Projects

1. **Alameda Countywide Bicycle Plan Update (Alameda CTC):** Alameda CTC is coordinating updates of the Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan that will reflect current bicycling and walking conditions, needs, and priorities in Alameda County.
 - The Draft Plan was released on June 25, 2012.
 - The Final Draft Plan was adopted in October 2012.
 - The project is in the process of closing-out.

2. **Alamo Canal Regional Trail – Interstate 580 Undercrossing (Construction) (City of Dublin):** The Alamo Canal Regional Trail in Dublin will connect with the Centennial Trail in Pleasanton, creating a 3.6-mile continuous Class 1 multi-use path.
 - The project started construction on April 16, 2012.
 - The project is completed as of October 2012.
 - The City is performing bicycle/pedestrian counts to evaluate the project.

3. **Bicycle Safety Education Program (East Bay Bicycle Coalition [EBBC]):** EBBC is educating and training bicyclists on safe biking techniques, ranging from proper and safe riding to basic repair and maintenance. This project also includes the coordination with the Cycles of Change on their Neighborhood Bicycle Transportation Centers' bicycle distribution and education program (aka Bike-Go-Round).
 - The Project Sponsor continues to conduct Traffic Skills 101 Classes, Train-the-Trainer sessions, Family Cycling Workshops, Kids' Bike Rodeos, Lunchtime Commute Workshops, How-to-Ride-a-Bike Classes and Police Diversion Outreach classes.

4. **East Bay Greenway Environmental Review and Implementation Strategy (Alameda CTC):** The East Bay Greenway eliminates barriers separating local communities and provides mobility for economically and socially disadvantaged communities through safe connections to five BART stations, two downtown areas, and multiple parks and schools, by building a 12-mile walking and biking path under and adjacent to the BART tracks between Oakland and Hayward.
 - Alameda CTC in collaboration with local and regional partners is currently obtaining environmental clearance to construct the segment that will connect to the Oakland Coliseum BART Station.

5. **Lakeshore/Lake Park Avenue Complete Streets Project (City of Oakland):** The City of Oakland is coordinating improvements to create a "complete street" near Lakeshore and Lake Park Avenues.
 - Construction is completed and the project is closing out.

Bicycle and Pedestrian CDF Grant Program

6. **Newark Pedestrian and Bicycle Master Plan (City of Newark):** The City of Newark is drafting its first Pedestrian and Bicycle Master Plan to thoroughly address gap closure needs and safety improvements, and to increase convenient access to public transit, activity centers, and schools.
 - The draft version of the plan, is available online for public viewing at <http://newarkbikepedplan.fehrandpeers.net/draft-documents>.
 - The final draft master plan will be reviewed by the Newark Planning Commission and City Council by July 2013.
7. **Tri-City Senior Walk Clubs (City of Fremont):** Each “Walk This Way Program” session, led by a fitness instructor/program facilitator, includes a 16-week curriculum of educational and motivational classes to promote the health benefits of walking, teach awareness of pedestrian safety and personal security, including how to avoid falls and injuries, and encourage walking as a mode of transportation and a means of connecting with public transit and local activity centers.
 - The Project Sponsor reviewed project progress with Generations Community Wellness and determined the changes needed for future program implementation.
 - The Project Sponsor continues to conduct outreach and promotion to individuals.

Mid-Cycle Bicycle and Pedestrian Grant Projects

1. **Safe Routes to School - Bike Mobility (Alameda CTC):** The Bike Mobile is a pilot program managed under the Alameda CTC’s Safe Routes to Schools (SR2S) program. The Bike Mobile and its bicycle mechanic staff will visit schools and community organizations and events to deliver no-cost, hands-on bicycle repair and bicycle safety training to promote riding bikes to school.
 - On April 24, 2012, the Alameda CTC and the Metropolitan Transportation Commission (MTC) with partner Cycles of Change launch the new Bike Mobile program and the newly designed Bike Mobile vehicle at an inaugural ceremony and bike “Fix-a-Thon”.
 - The program will run through November 2013.
2. **Safe Routes to School - Operations (Alameda CTC):** Alameda CTC’s SR2S program goal is to educate and encourage children to walk and bike to school through walking, school buses, bicycle education, safety training, and parent- and student-coordinated education efforts.
 - The program has reached almost 150 schools throughout the county.
3. **Safe Routes to School – Technical Assistance Program (Alameda CTC):** The SR2S Technical Assistance Program aim is to provide Capital Project development resources (i.e. Environmental Documents, Design Phase) to local agencies, and to assist agencies in competing for other capital focused SR2S grant programs.
 - The Alameda CTC Commission approved a federal funding exchange with the San Joaquin Regional Rail Commission in March 2012.

Express Bus Service Grant Program

Attachment B: Express Bus Service Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 1 Express Bus Service Grant Projects

1. **LAVTA Bus Rapid Transit (LAVTA):** LAVTA's is currently mirroring the existing Route 10 and has maintained 15-minute headways on the Pleasanton portion of the existing Local 10 line. The Project Sponsor has also added Transit Signal Priority technology to the intersections in Pleasanton to speed up the current service, allowing this travel-time-sensitive rapid project to migrate to the Dublin side of Interstate 580.
 - In January 2011, the Project Sponsor launched Bus Rapid Transit service operations.

Cycle 2 Express Bus Service Grant Projects

1. **LAVTA Express Bus Operating Assistance (LAVTA):** LAVTA Express Bus works in tandem with other local service programs to create, expand, and enhance express bus services countywide, with a focus on three existing, vital lines: the 20 X, the 12V, and the 70X.
 - All Measure B-funded routes are currently in operation.
 - The grant will continue financing operations through October 2013.

Mid-Cycle Express Bus Service Grant Projects

1. **Expansion of Transit Center at San Leandro Bart (AC Transit):** AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services.
 - This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.

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Paratransit Gap Grant Program

Attachment C: Paratransit Gap Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 3 Paratransit Gap Grant Projects

1. **Countywide Mobility Coordination Program (Alameda CTC):** This project provides a service called the Wheelchair and Scooter Breakdown Transportation Service (WSBTS) for wheelchair and scooter users in Alameda County that are stranded due to a mechanical breakdown of their mobility device or a medical emergency that has separated them from their chair.
 - This service is available 7 days a week, 24 hours a day, and is free to the wheelchair or scooter user.
 - A Request for Proposal is being developed to select a transportation provider to continue operating this service in FY 13-14.

2. **South County Taxi Pilot Program (Alameda CTC and City of Fremont):** The South County Taxi Pilot Program continues to provide safety-net, same-day taxi service to city-based program registrants in the cities of Fremont, Union City, and Newark.
 - Tri-City paratransit staff, Alameda CTC staff, the contractor, and the Paratransit Coordination staff hold regular meetings to review complaints and operational procedures and to ensure all parties involved understand project expectations.

3. **Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion (Bay Area Community Services (BACS)):** This BACS project fills a service gap in the City of Oakland's shuttle network by expanding services of the existing Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle programs.
 - In the first half of FY 12-13, BACS provided trips to 973 one way riders and exceeded the goal of 70 one-way trips per month by 209.
 - BACS provided 2 days per week service for Dimond/Fruitvale and East Oakland residents – serving 8 senior residential facilities.

4. **Tri-City Travel Training Pilot Program (City of Fremont):** Tri-City Travel Training teaches seniors and people with disabilities in Fremont, Newark, and Union City how to use public transportation, including AC Transit buses and BART trains.
 - The Project Sponsor is implementing travel training workshops at various locations throughout the community.
 - Follow-up surveys are sent to workshop participants to enable continuous program improvement.
 - The Project Sponsor continues to provide travel training workshops to teach older adults and people with disabilities how to use public transit to get to various community destinations.
 - Alameda CTC extended the project end date to December 2014 to coincide with the city's New Freedom Grant funding.

Paratransit Gap Grant Program

Cycle 4 Paratransit Gap Grant Projects

- 1. New Freedom Fund Grant Match Program (AC Transit):** AC Transit is determining the feasibility of establishing a mobility management structure within its jurisdiction, by identifying and cataloging all transportation resources in the East Bay that will foster coordinated transportation services.

 - Alameda CTC extended the project end date to September 2013 to provide additional time to implement the project.
 - A Request for Proposal for a vendor to perform the inventory was released in February 2013, and submittals are currently under evaluation.

- 2. Driving Growth through Transportation: Special Transportation Services for Individuals with Dementia (Alzheimer's Services of the East Bay (ASEB)):** ASEB continues to provide transportation to those with moderate to late stage Alzheimer's disease or dementia, consistently increasing the number of individuals served and the trips provided with each fiscal year.

 - ASEB is installing new GPS tracking devices to improve transit operations.
 - In the first half of FY 12-13, ASEB had an average daily ridership of 109 clients.

- 3. North County Youth/Adults with Disabilities Group Trip Project (Bay Area Outreach and Recreation Program (BORP)):** BORP provides accessible group trip transportation in North County for children, youth, and adults with disabilities who participate in sports and recreational programs.

 - In the first half of FY 12-13, BORP conducted a total of 651 one way trips - 117 for children and youth with disabilities and 534 for adults with disabilities.

- 4. Mobility Matters! (Center for Independent Living):** The Center for Independent Living continues to expand the Outreach & Travel Training Project of Northern Alameda County, which conducts group and individualized travel training for seniors and people with disabilities in northern Alameda County.

 - The Project Sponsor and its partnering agencies continue to provide travel training to consumers. In the first half of FY 12-13, approximately 105 consumers were trained.

- 5. Albany Senior Center Community Shuttle Bus (City of Albany):** This shuttle bus enriches the lives of seniors and those with disabilities by expanding transportation services; the popular program provides a door-to-door shopping program, transportation for a walking group that goes on scenic walks in the Bay Area, and takes seniors on recreational day trips that provide lifelong learning and socialization.

 - The Project Sponsor consistently meets or exceeds project performance measures.
 - To date, the Project Sponsor has provided 4,630 shopping trips; 4,288 recreational day trips; 550 community-based organization field trips; and 4,464 walking club trips.

- 6. 94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities (City of Emeryville):** The shuttle service program provides free ridership anywhere within the 94608 zip code to seniors and those with disabilities.

Paratransit Gap Grant Program

- The *8-To-Go* service is featured in the City News/Activity Guide, which is delivered to every address in Emeryville and available for pick-up in many commercial areas.
 - The participants report over 90% satisfaction with the quality of service. In December 2012, the project provided 51 individual riders with 302 one-way trips.
- 7. VIP Rides Program (City of Fremont):** The City of Fremont links seniors and those with disabilities with volunteers who accompany them on paratransit rides through the VIP Rides Program, which provides assistance where needed, provides cost-effective, streamlined service delivery, and alleviates demand on existing paratransit services.
- The Project Sponsor continues services for one-way escorted trips. Escorted trips for medical appointments still accounts for the majority of the trips provided.
- 8. GRIP – Grocery Return Improvement Project (City of Oakland):** GRIP offers on-demand return trips for individuals for grocery needs, provides on-demand or scheduled service for areas not served by East Bay Paratransit, and transports people awaiting Americans with Disabilities Act (ADA) certification.
- All three components of the grant are active: 21-day Referral, Grocery Return, and Out of ADA programs.
 - In the first half of FY 12-14, the Project sponsor reports 636 grocery return trips provided with 62 trips provided to riders outside of the ADA service area.
- 9. Taxi – Up & Go Project! (City of Oakland – Department of Human Resources):** A partnership between the City of Oakland Paratransit for the Elderly and Disabled Program (OPED) and the Senior Companion Program (SPC), Taxi – Up & Go enhances and expands the taxi scrip program, providing transportation access escorts and case management support for frail, mono-lingual, and socially isolated residents in the City of Oakland.
- The Project sponsor increased the number of training sessions for volunteers and caregivers. In the first half of FY 12-13, 250 individuals were trained as a Taxi escort and 419 clients transported for a total of 1,078 one-way trips provided.
- 10. Downtown Route (DTR) (City of Pleasanton):** The DTR provides shared-ride paratransit services to Pleasanton and Sunol residents, connecting senior housing complexes with the Main Street business district via a shuttle bus on a circular route through downtown Pleasanton.
- The Project sponsor offering a three-day-a-week DRT schedule to meet the current ridership need.
 - In the first half of FY 12-13, 1,533 DTR trips were provided with 45 new unduplicated riders.
- 11. Paratransit Vehicle Donation Program and Dial-A-Ride Scholarship Project (LAVTA):** The keystone of this project is offering surplus paratransit vehicles retired from the Wheels Dial-a-Ride fleet to community-based organizations, in addition to offering Dial-a-Ride scholarships.
- The Project Sponsor continues to provide scholarships to riders to improve transportation options for individuals.

Paratransit Gap Grant Program

- 12. Volunteers Assisting Same Day Transportation and Escorts (Senior Support Program of the Tri Valley):** The Volunteers Assisting Same Day Transportation program provides same-day, door-to-door transportation service in the Greater Bay Area for seniors, in addition to volunteer escorts for those who cannot use public transportation independently.
- Over 300 Tri-Valley seniors are signed up for the Volunteers Assisting Same Day Transportation and program since the program inception in 2008.
 - In the first of FY 12-13, the program has driven 26 new seniors, and 96 unduplicated riders over 961 one-trips.

Mid-Cycle Paratransit Gap Grant Projects

- 1. Tri-City Mobility Management Program (City of Fremont):** The City of Fremont provides mobility management services for seniors and persons with disabilities in the Tri-City area to assist individuals navigate the transportation system.
 - The Project Sponsor assigned a program manager responsible for project development, implementation, and outreach of mobility management activities.
- 2. Central County Taxi Pilot Program (Alameda CTC):** The Central County Taxi Pilot Program seeks to provide same-day taxi service to city-based program registrants in the cities of Hayward and San Leandro
 - Paratransit staff, Alameda CTC staff, the contractor, and the Paratransit Coordination staff hold regular meetings to review complaints and operational procedures, and to ensure all parties involved understand project expectations.
 - The program launched in October 2013 and has seen a rapid increase of nearly 400 trips per months in recent months.
- 3. Volunteer Drivers Program (Senior Helpline Services):** The Project sponsor will develop and provide coordination, outreach, management, oversight, and mileage reimbursement for a volunteer-based driver program to provide one-on-one, door-through-door, escorted transportation for ambulatory seniors who are unable to utilize other modes of transportation.
 - The Project Sponsor initiated this program starting in FY 12-13, and anticipating an extensive volunteer outreach process recruit members to provide escort services to seniors and people with disabilities.
- 4. Countywide Mobility Management Program Pilot (Alameda CTC):** The Project sponsor will coordinate elements and resources already present in Alameda County related to travel training, and information and referral to move towards a more full-fledged mobility management approach in Alameda County.
 - The Project Sponsor is implementing the program elements for a referral system.
- 5. Minimum Level of Service (City of Oakland):** Minimum Service Level (MSL) grants are designated to help City-based programs meet Minimum Service Levels.
 - The City of Oakland receives up to \$25,000 to fulfill their MSL requirements.
- 6. Minimum Level of Service (City of San Leandro):** Minimum Service Level (MSL) grants are designated to help City-based programs meet Minimum Service Levels.

Paratransit Gap Grant Program

- The City of San Leandro receives up to \$75,000 to fulfill their MSL requirements.

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Transit Oriented Development Grant Program**Attachment D: Transit Center Development Grant Program
Status Update on Active Projects**

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 2 Transit Center Development Grant Projects

1. **West Oakland Seventh Street Transit Village Streetscape (City of Oakland):** This transit village streetscape project improves bicycle and pedestrian access to the West Oakland BART Station.
 - Phases I and II, which include construction on the south side and median, are complete.
 - The contractor is working on fabrication and installation of Blues Walk of Fame tiles in the sidewalk area near the BART station
 - The project is scheduled to be completed by October 31, 2013.

Mid-Cycle Transit Center Development Grant Projects

1. **Sustainable Communities - Technical Assistance Program (Alameda CTC):** The Sustainable Communities Technical Assistance Program (SC-TAP) Program provides jurisdictions technical assistance to complete studies and plans in a variety of topics that help advance Transit Oriented Development projects. This program continues to provide jurisdictions technical support for Transit Oriented Development related projects and studies.
 - Of the several studies conducted, the City of Oakland's Priority Development Area study has yet to be completed.
 - The TAP provides a pool of on-call consultants with technical expertise to overcome barriers to advancing TODs in Alameda County

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Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Matt Todd, Principal Transportation Engineer
Vivek Bhat, Senior Transportation Engineer

SUBJECT: Draft Vehicle Registration Fee (VRF) FY 2013/14 Allocation Plan

Recommendation

This item is for information only. No action is requested.

Summary

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters in November 2010. The fee will generate about \$10.7 million per year by a \$10 per year vehicle registration fee. The collection of the \$10 per year vehicle registration fee started in May 2011.

The FY 2013/14 VRF Allocation Plan proposes to:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) for the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over next (5) five fiscal years of the VRF to assess the financial capacity to deliver the various programs;

Background

The goal of the VRF program is to sustain the County's transportation network and reduce traffic congestion and vehicle related pollution. The program included four categories of projects to achieve this, including:

- Local Road Improvement and Repair Program (60%)
- Transit for Congestion Relief (25%)
- Local Transportation Technology (10%)
- Pedestrian and Bicyclist Access and Safety Program (5%)

An equitable share of the funds will be distributed among the four planning areas of the county over successive five year cycles. Geographic equity will be measured by a formula, weighted

fifty percent by population of the planning area and fifty percent of registered vehicles of the planning area.

The Alameda County Transportation Commission will prepare an annual Allocation Plan to guide the implementation of the (4) four programs identified in the Vehicle Registration Fee Expenditure Plan. The Allocation Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming (5) five years of the program.

The FY 2012/13 Coordinated Program aligned the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with the One Bay Area Grant call for projects (federal funding). The coordinated programming effort also included the Measure B Bicycle and Pedestrian Countywide Discretionary Funds and Measure B Express Bus Funds. The programming estimate included \$1.5 Million of VRF Bike and Pedestrian funds and \$5.0 Million of VRF Transit funds.

FY 2013/2014 Programming

The Local Road Improvement and Repair Program funds will be passed through to the cities and county based on the program formula. The Local Transportation Technology Program funds are proposed to be programmed to ongoing Alameda CTC Corridor Operations projects.

Attachments

Attachment A: Draft VRF FY 2013/14 Allocation Plan



ALAMEDA COUNTY TRANSPORTATION COMMISSION

VEHICLE REGISTRATION FEE

DRAFT FY 2013/14 ALLOCATION PLAN

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
FY 2013/14 VEHICLE REGISTRATION FEE ALLOCATION PLAN**

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Purpose of the Allocation Plan

The Alameda County Transportation Commission prepares an annual Allocation Plan to guide the implementation of the 4 programs identified in the Vehicle Registration Fee Expenditure Plan. The Allocation Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming 5 years of the program.

The FY 2013/14 Allocation Plan will:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) for the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over next 5 fiscal years of the VRF to assess the financial capacity to deliver the various programs;

Introduction / Background of VRF Program

The opportunity for a countywide transportation agency to place a measure for a vehicle registration fee before the voters was authorized in 2009 by the passage of Senate Bill 83 (SB83), authored by Senator Loni Hancock. The Alameda County Transportation Commission (Alameda CTC), formerly the Alameda County Congestion Management Agency, placed transportation Measure F (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout Alameda County. The Alameda County Transportation Improvement Measure Expenditure Plan was determined to be compliant with the requirements of SB83 and the local transportation and transit improvements were included in the ballot measure as the Alameda County Transportation Improvement Measure Expenditure Plan (Expenditure Plan).

The Measure was approved with the support of 62.6% of Alameda County voters. The \$10 per year vehicle registration fee (VRF) will be imposed on each annual motor-vehicle registration or renewal of registration in Alameda County starting in May 2011, six-months following approval of the Measure on the November 2, 2010 election.

Alameda County has significant unfunded transportation needs, and this Fee will provide funding to meet some of those needs. The Measure allows for the collection of the Fee for an unlimited period to implement the Expenditure Plan.

The goal of this program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF is part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit in Alameda County.

The VRF will fund projects that:

- Repair and maintain local streets and roads in the county.
- Make public transportation easier to use and more efficient.
- Make it easier to get to work or school, whether driving, using public transportation, bicycling or walking.
- Reduce pollution from cars and trucks.

The money raised by the VRF will be used exclusively for transportation in Alameda County, including projects and programs identified in the Expenditure Plan that have a relationship or benefit to the owner's of motor vehicles paying the VRF. The VRF Program will establish a reliable source of funding to help fund critical and essential local transportation programs and provide matching funds for funding made available from other fund sources.

Vehicles subject to the VRF include all motorized vehicles – passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles and motorized camper homes. The VRF will be imposed on all motorized vehicle types, unless vehicles are expressly exempted from the payment of the registration fee.

Program Categories

The Expenditure Plan identifies four types of programs that will receive funds generated by the VRF. The descriptions of each program and the corresponding percentage of the net annual revenue that will be allocated to each program include:

Local Road Improvement and Repair Program (60%)

This program will provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It will also incorporate the “complete streets” practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible projects include:

- Street repaving and rehabilitation, including curbs, gutters and drains
- Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Bus stop improvements, including bus pads, turnouts and striping
- Improvements to roadways at rail crossings, including grade separations and safety protection devices
- Improvements to roadways with truck or transit routing

Transit for Congestion Relief Program (25%)

This program will seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution. Eligible projects include:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways

- Employer or school-sponsored transit passes, such as an “EcoPass Program”
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles
- Passenger rail station access and capacity improvements

Local Transportation Technology Program (10%)

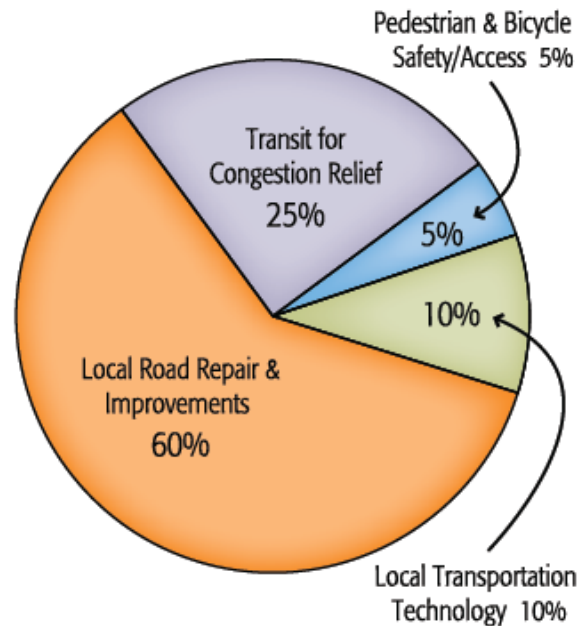
This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology, such as the “Smart Corridors Program”, traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems, and advanced traveler information systems
- Infrastructure for alternative vehicle fuels, such as electric and hybrid vehicle plug-in stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling
- Development and implementation of flush plans
- Development of emergency evacuation plans

Pedestrian and Bicyclist Access and Safety Program (5%)

This program will seek to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. Eligible projects include:

- Improved access and safety to schools, such as “Safe Routes to Schools Programs”, “Greenways to Schools Programs”, and other improvements (including crosswalk, sidewalk, lighting and signal improvements) for students, parents and teachers
- Improved access and safety to activity centers (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved access and safety to transit hubs (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved bicyclist and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors



Administration Costs of the VRF

The Alameda CTC will collect and administer the VRF in accordance with the Expenditure Plan. The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Plan. Not more than five percent of the VRF shall be used for administrative costs associated with the programs and projects, including amendments of the Expenditure Plan.

Distribution of VRF Funds

An equitable share of the VRF funds will be distributed among the four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

- Planning Area 1 / North Area
 - Cities of Oakland, Berkeley, Albany, Piedmont, Emeryville and Alameda, as well as other unincorporated lands in that area
- Planning Area 2 / Central Area
 - Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
- Planning Area 3 / South Area
 - Cities of Fremont, Newark and Union City
- Planning Area 4 / East Area
 - Cities of Livermore, Dublin and Pleasanton, and all unincorporated lands in that area

The Alameda CTC is authorized to redefine the planning areas limits from time to time.

An equitable share of the VRF funds will be distributed among the four geographical sub-areas, measured over successive five year cycles. Geographic equity is measured by a formula, weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. Population information will be updated annually based on information published by the California Department of Finance. The DMV provides the number of registered vehicles in Alameda County. As part of the creation of the expenditure plan, the amount of registered vehicles in each planning area was determined. This calculation of the registered vehicles per planning area will be used to determine the equitable share for a planning area. The amount of registered vehicles in each planning area may be recalculated in the future, with the revised information becoming the basis for the Planning Area share formula.

The VRF funds will also be tracked by the programmatic expenditure formula of:

- Local Road Improvement and Repair Program (60%),
- Transit for Congestion Relief Program (25%),
- Local Transportation Technology Program (10%), and
- Pedestrian and Bicyclist Access and Safety Program (5%).

Though it is not required to attain Planning Area geographic equity measured by each specific program, it will be monitored and considered a goal.

Allocation Plan Implementation

The Alameda CTC will evaluate and update a multi-year Allocation Plan on an annual basis that will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The Allocation Plan will project the programming of VRF revenues to meet the geographic equity goals of the program. The Allocation Plan will also project the programming of VRF revenues to meet the programmatic category funding goals identified for the program. Adjustments based on projected compared to actual VRF received will be made in future Allocation Plans.

The Alameda CTC will also adopt an Implementation Plan for the upcoming fiscal year. The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year. Projects will be monitored by Programmatic Category and Planning Area.

Allocation Plan

The Alameda CTC Board each year shall adopt a multi-year Allocation Plan. The Allocation Plan will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The percentage allocation of Fee revenues to each category will consider the target funding levels, as identified in the Expenditure Plan.

Implementation Plan

In addition to the 5 year Allocation plan the Alameda CTC Board will adopt a shorter term implementation plan that will include the approval of specific projects or discretionary programming cycles to be programmed. Projects will be approved within the eligible categories based on projected funding that will be received. Based on the actual revenue received each year, funding adjustments will be made to ensure geographic equity by planning area will be met over the 5 year window as well as to ensure funding targets for each programmatic category as identified in the Expenditure

Plan are met. Variances from projected to actual will be identified and be considered in future updates of the Allocation Plan.

Initial Costs/Administration

Certain initial costs as well as ongoing administrative costs are allowed for in the program. Approximately \$1.4 million of expenses were incurred to initiate the VRF program. Approximately \$773,000 is allowed to be reimbursed prior to the application of the 5% administration cap, and the remaining \$567,000 that will be applied within the 5% administration fee, though an amortization of multiple years is allowed. These costs will be included in the Allocation Plan and Implementation Plan.

Local Road Improvement and Repair Program (60%)

The Local Road Improvement and Repair category will be administered as a pass through program, with the 14 cities and the County receiving a portion of the Local Road Improvement and Repair Program based on a formula weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. The fund distribution will be based on population within each Planning Area. Agencies will maintain all interest accrued from the VRF Local Road Program pass through funds within the program. These funds are intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

Transit for Congestion Relief Program (25%)

The Transit for Congestion Relief category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be considered in the scheduling of the call for projects.

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priorities for this Program. Projects that address regionally significant

transit issues and improve reliability and frequency are proposed to be given consideration.

Local Transportation Technology Program (10%)

The genesis of the VRF program was to create a reliable source of funding to support ongoing operational requirements for capital investments that benefit corridors with technology projects such as the “Smart Corridors Program”. The Local Transportation Technology category priority will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program” operated by the Alameda CTC. This policy is consistent with the original intent of the VRF Program. The Alameda CTC Board will have the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories.

Based on current patterns of the operation and maintenance levels of existing corridor programs, there may be an imbalance between the geographic equity formula and the use of the funds within the Local Transportation Technology category. The expenses incurred by Planning Area will be monitored. The programming assigned to the Local Transportation Technology Program by Planning Area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

Pedestrian and Bicyclist Access and Safety Program (5%)

The Pedestrian and Bicyclist Access and Safety category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be a primary consideration in the scheduling of the call for projects. Projects identified in the Countywide bike and pedestrian plans are proposed to be priorities for this Program.

Schedule

Each year the Draft versions of the Allocation /Implementation Plans will be presented to the Committees and Commission in April / May. The final plans, incorporating comments received from the Committees and the Commission, will be presented for adoption in May / June.

FY 2012/2013 Programming

The FY 2012/13 Coordinated Program aligned the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with the One Bay Area Grant call for projects (federal funding). The coordinated programming effort also included the Measure B Bicycle and Pedestrian Countywide Discretionary Funds and Measure B Express Bus Funds. The programming estimate included \$1.5 Million of VRF Bike and Pedestrian funds and \$5.0 Million of VRF Transit funds.

A final Program of Projects is scheduled to be adopted by the Commission in June 2013.

FY 2013/2014 Programming

The Local Road Improvement and Repair Program funds will be passed through to the cities and county based on the program formula. The Local Transportation Technology Program funds are proposed to be programmed to ongoing Alameda CTC Corridor Operations projects.

FY 2013/14 Implementation Plan Overview

Collection of fees on vehicle registrations started in May 2011. With the execution of Master Program Fund Agreements (MPFA) with agencies, the first VRF funds were distributed in April 2012 as LSR pass through funds. It is projected that approximately \$13.6 Million will be distributed through the LSR pass through program through FY 2012/13.

For FY 2013/14, it is proposed to continue the LSR pass through program, with about \$6.1 Million projected to be distributed. Additional distribution projection information on the LSR program is included in Table 2.

The Bike/Pedestrian and Transit Program are discretionary programs and were included in a coordinated programming effort along with the One Bay Area Grant (OBAG) Program. \$1.5 Million of Bike/Pedestrian program revenues and \$5 Million of Transit Program revenues will be programmed as a part of the FY 2012/13 Coordinated Programming effort.

Funding for the Technology program is prioritized, consistent with the Commissions intent, to ongoing corridor operations. Approximately \$900,000 is proposed to be programmed in FY 2013/14.

Although the program targets (percentages) for the Bike/ Ped, Transit and Technology programs are not aligned with the targets specified in the Expenditure Plan for each individual year, the year by year funding targets detailed in the Allocation Plan will ensure each programmatic category target is achieved over a 5 year period . Funding adjustment may also be required in the future based on the actual revenue received each year.

Programming of VRF funds in future will be coordinated within the Alameda CTC's Strategic Planning and Investment Policy framework that establishes a comprehensive approach for allocating federal, state, regional and local funds in a manner that provides both short- and long-term solutions for transportation investments consistent with Alameda CTC's vision for transportation as defined in the Countywide Transportation Plan.

Alameda County VRF Program - TABLE 1

Draft 2013/14 Allocation Plan (Multi-Year Projection by Program Category)

Projections of Available Programming Capacity

| | | |
|----|------------|---------------------|
| \$ | 879,684 | FY 10/11 |
| \$ | 11,630,021 | FY 11/12 |
| \$ | 10,193,025 | FY 12/13 and beyond |

| | | | 2010/11 (2 Months) | % | 2011/12 | % | 2012/13 | % | 2013/14 | % | 2014/15 | % | 2015/16 | % | 2016/17 | % | 2017/18 | | Cycle Summary | % |
|-------------------------|--|--|-----------------------|---------|---------------|--------|---------------|--------|---------------|--------|---------------|--------|---------------|--------|---------------|--------|---------------|--|------------------|--------|
| Local Roads | | | \$ 527,810 | 60.0% | \$ 6,978,013 | 60.0% | \$ 6,115,815 | 60.0% | \$ 6,115,815 | 60.0% | \$ 6,115,815 | 60.0% | \$ 6,115,815 | 60.0% | \$ 6,115,815 | 60.0% | \$ 6,115,815 | | \$ 38,084,898 | 60.0% |
| Transit Program | | | \$ - | 0.0% | \$ 2,785,390 | 24.0% | \$ 2,629,800 | 25.8% | \$ 2,629,800 | 25.8% | \$ 2,629,800 | 25.8% | \$ 2,630,820 | 25.0% | \$ 2,548,256 | 25.0% | \$ 2,548,256 | | \$ 15,853,867 | 25.0% |
| Ped/Bike Program | | | \$ - | 0.0% | \$ 558,241 | 4.8% | \$ 525,960 | 5.2% | \$ 525,960 | 5.2% | \$ 525,960 | 5.2% | \$ 524,941 | 5.0% | \$ 509,651 | 5.0% | \$ 509,651 | | \$ 3,170,713 | 5.0% |
| Tech. Program | | | \$ 351,874 | 40.00% | \$ 1,308,377 | 11.3% | \$ 921,449 | 9.0% | \$ 921,449 | 9.0% | \$ 921,449 | 9.0% | \$ 921,449 | 10.0% | \$ 1,019,303 | 10.0% | \$ 1,019,303 | | \$ 6,365,351 | 10.0% |
| | | | | | | | | | | | | | | | | | | | | |
| | | | \$ 879,684 | 100.00% | \$ 11,630,021 | 100.0% | \$ 10,193,025 | 100.0% | \$ 10,193,025 | 100.0% | \$ 10,193,025 | 100.0% | \$ 10,193,025 | 100.0% | \$ 10,193,025 | 100.0% | \$ 10,193,025 | | \$ 63,474,830 | 100.0% |

Alameda County VRF Program - TABLE 2

Local Streets and Roads - Projected Distribution through FY 2013/14

| | Distribution within Planning Area FY 2010/11 | Distribution within Planning Area FY 2011/12 | Distribution within Planning Area FY 2012/13 | TOTAL Distribution within Planning Area Through FY 2012/13 | Distribution within Planning Area FY 2013/14 |
|---------------------|--|--|--|--|--|
| PA 1 | | | | | |
| Alameda | \$ 23,264 | \$ 307,566 | \$ 269,564 | \$ 600,394 | \$ 269,564 |
| Albany | \$ 5,251 | \$ 69,423 | \$ 60,845 | \$ 135,518 | \$ 60,845 |
| Berkeley | \$ 33,355 | \$ 440,979 | \$ 386,492 | \$ 860,825 | \$ 386,492 |
| Emeryville | \$ 3,155 | \$ 41,712 | \$ 36,558 | \$ 81,426 | \$ 36,558 |
| Oakland | \$ 132,862 | \$ 1,756,532 | \$ 1,539,496 | \$ 3,428,890 | \$ 1,539,496 |
| Piedmont | \$ 3,474 | \$ 45,934 | \$ 40,258 | \$ 89,666 | \$ 40,258 |
| | \$ 201,362 | \$ 2,662,145 | \$ 2,333,213 | \$ 5,196,719 | \$ 2,333,213 |
| PA 2 | | | | | |
| Hayward | \$ 55,043 | \$ 727,710 | \$ 637,795 | \$ 1,420,548 | \$ 637,795 |
| San Leandro | \$ 29,906 | \$ 395,372 | \$ 346,520 | \$ 771,798 | \$ 346,520 |
| County of Alameda | \$ 47,888 | \$ 633,118 | \$ 554,890 | \$ 1,235,896 | \$ 554,890 |
| | \$ 132,837 | \$ 1,756,200 | \$ 1,539,205 | \$ 3,428,242 | \$ 1,539,205 |
| PA 3 | | | | | |
| Fremont | \$ 75,011 | \$ 991,702 | \$ 869,168 | \$ 1,935,882 | \$ 869,168 |
| Newark | \$ 15,262 | \$ 201,770 | \$ 176,840 | \$ 393,872 | \$ 176,840 |
| Union City | \$ 25,810 | \$ 341,227 | \$ 299,066 | \$ 666,103 | \$ 299,066 |
| | \$ 116,083 | \$ 1,534,700 | \$ 1,345,074 | \$ 2,995,857 | \$ 1,345,074 |
| PA 4 | | | | | |
| Dublin | \$ 17,596 | \$ 232,634 | \$ 203,890 | \$ 454,121 | \$ 203,890 |
| Livermore | \$ 30,748 | \$ 406,515 | \$ 356,287 | \$ 793,551 | \$ 356,287 |
| Pleasanton | \$ 25,486 | \$ 336,941 | \$ 295,309 | \$ 657,736 | \$ 295,309 |
| County of Alameda | \$ 3,697 | \$ 48,877 | \$ 42,838 | \$ 95,412 | \$ 42,838 |
| | \$ 77,528 | \$ 1,024,968 | \$ 898,324 | \$ 2,000,819 | \$ 898,324 |
| County Total | \$ 527,810 | \$ 6,978,012 | \$ 6,115,815 | \$ 13,621,637 | \$ 6,115,815 |



Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Matt Todd, Principal Transportation Engineer
Vivek Bhat, Senior Transportation Engineer

SUBJECT: FY 2012/13 Coordinated Funding Program: Summary of Applications Received

Recommendation:

This item is for information only. No action is requested.

Discussion:

On February 4, 2013 the Alameda CTC is released a call for projects requesting applications for transportation projects through its FY 2012/13 Coordinated Funding Program. The fund sources in this unified call for projects included:

- \$53.9 million in Federal One Bay Area Grant (OBAG) Funds (From Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds)
- \$2.5 million in Measure B Bicycle/Pedestrian Countywide Discretionary Funds
- \$2.2 million in Measure B Countywide Express Bus Service Funds
- \$1.5 million in Vehicle Registration Fee (VRF) Pedestrian and Bicycle Access and Safety Program Funds
- \$5 million in VRF Transit for Congestion Relief Program Funds

Applications were due to Alameda CTC on March 15, 2013.

The Alameda CTC received 69 applications requesting a total of \$122.3 Million. There are 20 projects requesting approximately \$83.6 Million OBAG –PDA supportive funds; 15 Projects requesting \$15.2 Million OBAG-LSR funds; 34 projects requesting Measure B /VRF Bicycle / Pedestrian funds.

A detailed summary is included in the staff memo (Attachment A).

Next Steps: A draft program of projects will be presented to the Committees and Commission in May and a final program in June 2013.

Attachment:

Attachment A: FY 2012/13 Coordinated Funding Program: Summary of Applications Received

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**FY 2012/13 COORDINATED FUNDING PROGRAM
SUMMARY OF APPLICATIONS RECEIVED**

Coordinated CFP - Applications Received

Source of Requested Funds

| Index Application# | Jurisdiction | Project | OBAG - LSR | OBAG - PDA | MB - VRF Bike/Ped | MB - VRF Transit | Total Requested | Total Project Cost |
|--------------------|---------------------------------|--|------------|--------------|----------------------|---------------------|-----------------|--------------------|
| 1 | OBAG-003 AC Transit | Line 51 Corridor GPS-based Transit Signal Priority | | | | \$ 1,000,000 | \$ 1,000,000 | \$ 11,515,000 |
| 2 | OBAG-004 AC Transit | East Bay Bus Rapid Transit Bike/Ped Elements | | \$ 7,189,000 | | | \$ 7,189,000 | \$ 7,189,000 |
| 3 | OBAG-042 Alameda County PWA | "A" Street Class II Bike Lane | | | \$ 54,000 | | \$ 54,000 | \$ 244,000 |
| 4 | OBAG-043 Alameda County PWA | Niles Canyon Road Ped Safety | | | \$ 95,000 | | \$ 95,000 | \$ 140,000 |
| 5 | OBAG-044 Alameda County PWA | Mabel Ave Ped Safety | | | \$ 445,000 | | \$ 445,000 | \$ 1,035,000 |
| 6 | OBAG-045 Alameda County PWA | E Castro Valley Blvd Bike Lane | | | \$ 480,000 | | \$ 480,000 | \$ 540,000 |
| 7 | OBAG-046 Alameda County PWA | Fairmont Dr Bike Lane | | | \$ 380,000 | | \$ 380,000 | \$ 380,000 |
| 8 | OBAG-047 Alameda County PWA | Mines Rd Bike Lane | | | \$ 50,000 | | \$ 50,000 | \$ 56,000 |
| 9 | OBAG-048 Alameda County PWA | "A" Street Ped Safety | | | \$ 400,000 | | \$ 400,000 | \$ 1,245,000 |
| 10 | OBAG-001 City of Alameda PWD | Estuary Crossing Shuttle | | | | \$ 489,000 | \$ 489,000 | \$ 941,000 |
| 11 | OBAG-002 City of Alameda PWD | Cross Alameda Trail | | | \$ 793,000 | | \$ 793,000 | \$ 991,000 |
| 12 | OBAG-049 City of Albany | Albany Bike/Ped Wayfinding | | | \$ 280,000 | | \$ 280,000 | \$ 311,000 |
| 13 | OBAG-050 City of Albany | Buchanan/Marin Bikeway | | | \$ 536,000 | | \$ 536,000 | \$ 1,225,000 |
| 14 | OBAG-032 City of Berkeley | Project 2: Shattuck Reconfiguration & Ped Safety | | \$ 2,777,000 | | | \$ 2,777,000 | \$ 3,152,000 |
| 15 | OBAG-033 City of Berkeley | Project 1: BART Plaza & Transit Area Improvements | | \$ 7,784,000 | | | \$ 7,784,000 | \$ 10,456,000 |
| 16 | OBAG-034 City of Berkeley | Project 3: Hearst Ave Complete Streets | | \$ 1,150,000 | | | \$ 1,150,000 | \$ 2,865,000 |
| 17 | OBAG-008 City of Dublin | Village Parkway Bicycle & Pedestrian Improvements | | \$ 2,533,000 | | | \$ 2,533,000 | \$ 2,862,000 |
| 18 | OBAG-009 City of Dublin | Iron Horse Trail/BART Connectivity Feasibility Study | | \$ 268,000 | \$ 41,000 | | \$ 309,000 | \$ 350,000 |
| 19 | OBAG-010 City of Dublin | Anador Plaza Road Complete Street Improvements | | \$ 4,813,000 | | | \$ 4,813,000 | \$ 5,437,000 |
| 20 | OBAG-031 City of Emeryville | Christie Ave Bay Trail Gap Closure | | | \$ 550,000 | | \$ 550,000 | \$ 550,000 |
| 21 | OBAG-041 City of Fremont | Fremont City Center multi-Modal Improvements | | \$ 6,360,000 | | | \$ 6,360,000 | \$ 14,340,000 |
| 22 | OBAG-035 City of Hayward | Main St Complete St | | | \$ 2,027,000 | | \$ 2,027,000 | \$ 2,127,000 |
| 23 | OBAG-051 City of Hayward | Update of Citywide Bicycle MP, Prep of Ped MP, SR2S | | | \$ 300,000 | | \$ 300,000 | \$ 300,000 |
| 24 | OBAG-013 City of Livermore | Arroyo Las Positas Class I Multi-Use Trail | | | \$ 2,918,000 | | \$ 2,918,000 | \$ 3,771,000 |
| 25 | OBAG-014 City of Livermore | Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail | | \$ 1,630,000 | | | \$ 1,630,000 | \$ 1,841,000 |

**FY 2012/13 COORDINATED FUNDING PROGRAM
SUMMARY OF APPLICATIONS RECEIVED**

Coordinated CFP - Applications Received

Source of Requested Funds

| Index Application# | Jurisdiction | Project | OBAG - LSR | OBAG - PDA | MB - VRF Bike/Ped | MB - VRF Transit | Total Requested | Total Project Cost |
|--------------------|---------------------|---|------------|---------------|-------------------|------------------|-----------------|--------------------|
| 26 | City of Oakland | Park Blvd Path Feasibility Study | | | \$ 197,000 | | \$ 197,000 | \$ 395,000 |
| 27 | City of Oakland | Lakeside Green Street Project | | \$ 7,000,000 | | | \$ 7,000,000 | \$ 11,505,000 |
| 28 | City of Oakland | Fruitvale Alive Gap Closure Streetscape Project | | | \$ 206,000 | | \$ 206,000 | \$ 2,062,000 |
| 29 | City of Oakland | Lake Merritt BART Bikeways | | \$ 2,112,000 | | | \$ 2,112,000 | \$ 2,640,000 |
| 30 | City of Oakland | Broadway Shuttle | | | | \$ 546,000 | \$ 546,000 | \$ 2,670,000 |
| 31 | City of Oakland | Lake Merritt Chanel Bike/Ped Bridge | | | \$ 400,000 | | \$ 400,000 | \$ 15,000,000 |
| 32 | City of Oakland | Tyrone Carney Park/105th Reconfiguration | | \$ 1,571,000 | | | \$ 1,571,000 | \$ 1,972,000 |
| 33 | City of Oakland | 7th St W Oakland Transit Village Phase II | | \$ 3,288,000 | \$ 426,000 | | \$ 3,714,000 | \$ 4,066,000 |
| 34 | City of Oakland | MLK Jr. Way & Peralta Phase I | | \$ 5,453,000 | \$ 707,000 | | \$ 6,160,000 | \$ 6,160,000 |
| 35 | City of Oakland | Coliseum BART Corridor and Infrastructure Connections | | \$ 2,321,000 | | | \$ 2,321,000 | \$ 2,823,000 |
| 36 | City of Piedmont | Piedmont Pedestrian and Bicycle Master Plan | | | \$ 102,000 | | \$ 102,000 | \$ 120,000 |
| 37 | City of Pleasanton | Bernal Avenue Bridge Over Arroyo de la Laguna | | | \$ 500,000 | | \$ 500,000 | \$ 2,200,000 |
| 38 | City of Pleasanton | I-580 At Foothill Road Interchange Improvements | | \$ 1,130,000 | \$ 500,000 | | \$ 1,630,000 | \$ 4,560,000 |
| 39 | City of Pleasanton | Foothill Road - Bicycle Lane Gap Closure | | \$ 915,000 | | | \$ 915,000 | \$ 1,035,000 |
| 40 | City of Pleasanton | Feasibility Study for Ped & Bike Bridges | | | \$ 25,000 | | \$ 25,000 | \$ 50,000 |
| 41 | City of Pleasanton | Microwave Ped & Bike Detection in Hacienda | | | \$ 205,000 | | \$ 205,000 | \$ 205,000 |
| 42 | City of San Leandro | W San Leandro Bikeways | | | \$ 569,000 | | \$ 569,000 | \$ 569,000 |
| 43 | City of San Leandro | San Leandro Downtown Parking Mgmt | | \$ 332,000 | | | \$ 332,000 | \$ 332,000 |
| 44 | City of San Leandro | E 14th St S Area Streetscape | | \$ 5,303,000 | \$ 327,000 | | \$ 5,630,000 | \$ 6,320,000 |
| 45 | City of San Leandro | W Juana Ped Improvements | | | \$ 724,000 | | \$ 724,000 | \$ 724,000 |
| 46 | City of Union City | BART Phase 2 & Decoto Rd. Complete Streets | | \$ 19,734,000 | | | \$ 19,734,000 | \$ 32,538,000 |
| 47 | Cycles of Change | Bike Go Round | | | \$ 360,000 | | \$ 360,000 | \$ 840,000 |
| 48 | EBRPD | Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita | | | \$ 750,000 | | \$ 750,000 | \$ 4,320,000 |
| 49 | EBRPD | Niles Canyon Regional Trail Feasibility Study | | | \$ 75,000 | | \$ 75,000 | \$ 150,000 |
| 50 | EBRPD | Bay Trail - Gilman to Buchanan | | | \$ 1,000,000 | | \$ 1,000,000 | \$ 4,851,000 |
| 51 | EBRPD | Shadow Cliffs to Del Valle Trail | | | \$ 1,200,000 | | \$ 1,200,000 | \$ 1,430,000 |
| 52 | LAVTA | LAVTA Measure B Countywide Express Bus Service | | | | \$ 1,000,000 | \$ 1,000,000 | \$ 3,905,000 |
| 53 | LAVTA | LAVTA Route 10 & Rapid Route VRF Project | | | | \$ 1,000,000 | \$ 1,000,000 | \$ 7,333,000 |
| 54 | LARPD | Sycamore Grove Park Trail Renovation | | | \$ 1,717,000 | | \$ 1,717,000 | \$ 1,852,000 |
| | | Sub-total Coordinated/PDA-supportive only | \$ - | \$ 83,663,000 | \$ 19,339,000 | \$ 4,035,000 | \$ 107,037,000 | \$ 196,490,000 |

**FY 2012/13 COORDINATED FUNDING PROGRAM
SUMMARY OF APPLICATIONS RECEIVED**

Coordinated CFP - Applications Received

Source of Requested Funds

| Index Application# | Jurisdiction | Project | OBAG - LSR | OBAG - PDA | MB - VRF Bike/Ped | MB - VRF Transit | Total Requested | Total Project Cost |
|---|---------------------|---|----------------------|----------------------|----------------------|---------------------|-----------------------|-----------------------|
| 55 | Alameda County PWA | Pavement Rehabilitation in Unincorporated Alameda Cty | \$ 1,670,000 | | | | \$ 1,670,000 | \$ 1,888,000 |
| 56 | City of Alameda | Alameda City Pavement Rehabilitation - FY 2014/15 | \$ 636,000 | | | | \$ 636,000 | \$ 829,000 |
| 57 | City of Albany | Santa Fe Avenue Pavement Rehabilitation | \$ 149,000 | | | | \$ 149,000 | \$ 344,000 |
| 58 | City of Berkeley | Project 3: Hearst Ave Complete Streets | \$ 1,006,000 | | | | \$ 1,006,000 | \$ 1,136,000 |
| 59 | City of Dublin | Dublin Boulevard Street Resurfacing | \$ 470,000 | | | | \$ 470,000 | \$ 729,000 |
| 60 | City of Emeryville | Emeryville Street Rehabilitation | \$ 100,000 | | | | \$ 100,000 | \$ 712,000 |
| 61 | City of Fremont | Fremont 2014 Pavement Rehabilitation | \$ 2,105,000 | | | | \$ 2,105,000 | \$ 3,912,000 |
| 62 | City of Hayward | Pavement Rehabilitation - Industrial Blvd | \$ 1,256,000 | | | | \$ 1,256,000 | \$ 1,489,000 |
| 63 | City of Livermore | 2014 Arterial Street Rehabilitation | \$ 1,053,000 | | | | \$ 1,053,000 | \$ 1,366,000 |
| 64 | City of Newark | Enterprise Drive Pavement Rehabilitation | \$ 454,000 | | | | \$ 454,000 | \$ 760,000 |
| 65 | City of Oakland | Oakland Pavement Rehabilitation | \$ 3,851,000 | | | | \$ 3,851,000 | \$ 4,351,000 |
| 66 | City of Piedmont | City of Piedmont Pavement Rehabilitation Project | \$ 128,000 | | | | \$ 128,000 | \$ 586,000 |
| 67 | City of Pleasanton | Valley Avenue & Hopyard Road Rehabilitation | \$ 899,000 | | | | \$ 899,000 | \$ 1,070,000 |
| 68 | City of San Leandro | San Leandro Boulevard Reconstruction | \$ 805,000 | | | | \$ 805,000 | \$ 1,153,000 |
| 69 | City of Union City | Pavement Rehabilitation - Whipple Road (Ithaca to Anaral) | \$ 669,000 | | | | \$ 669,000 | \$ 736,000 |
| | | Sub-total LSR-only | \$ 15,251,000 | \$ - | \$ - | \$ - | \$ 15,251,000 | \$ 21,061,000 |
| Grand-total Coordinated/PDA-supportive and LSR | | | \$ 15,251,000 | \$ 83,663,000 | \$ 19,339,000 | \$ 4,035,000 | \$ 122,288,000 | \$ 217,551,000 |

| | |
|--|----------------------|
| <i>Grand-total OBAG</i> | \$ 98,914,000 |
| <i>Grand-total Measure B - VRF</i> | \$ 23,374,000 |

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Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Matt Todd, Principal Transportation Engineer
John Hemiup, Senior Transportation Engineer

**SUBJECT: Measure B Special Transportation for Seniors and People with Disabilities
Gap Grant Cycle 5 Program Summary of Applications Received**

Recommendation:

This item is for information only. No action is requested.

Discussion:

The 2000 Transportation Expenditure Plan (TEP) guides the expenditure of revenues collected through a half-cent transportation sales tax. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs, services, and projects in Alameda County. The Special Transportation for Seniors and People with Disabilities program receives 10.45% of net sales tax revenues to fund services mandated by the Americans with Disabilities Act (ADA), non-mandated services to improve transportation for individuals with special transportation needs, and discretionary grant funds to reduce differences that might occur based on the geographic residence of individuals needing services.

On January 24, 2013 the Commission approved the Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Program. This program will provide approximately \$2.0 million in Measure B Paratransit discretionary funds to successful Gap Grant applicants through a Call for Projects. The grant period is from July 1, 2013 to June 30, 2015.

On February 1, 2013 the Alameda CTC released a call for projects requesting applications for Measure B Paratransit Gap Grant Cycle 5 projects.

On February 7, 2013 Alameda CTC staff held a mandatory applicant workshop.

Applications were due to Alameda CTC on March 4, 2013.

The Alameda CTC received 17 applications requesting a total of \$3,555,850 of Measure B funds, matched with \$1,230,621 of Other Non-Measure B funds, for a total proposed program of \$4,786,471.

A detailed summary is included in the staff memo (Attachment A).

Next Steps: A draft of Gap Grant Cycle 5 projects will be presented to PAPCO in April 2013 and a final program recommendation will be presented to the Committees and the Commission in May 2013.

Attachment:

Attachment A: Measure B Paratransit Gap Grant Cycle 5 Summary of Applications Received

Attachment A: Measure B Paratransit Gap Grant Cycle 5 Summary of Applications Received

| ID | Sponsor Information | | Program/Project Information | | | | |
|----|--|---|-------------------------------------|------------------------|------------------------|--------------------------------|--|
| | Sponsor | Program/Project Title | Planning Area* N, C, S, E, CW | MB Funds Requested | Other non-MB Funds | Total Program/ Project Cost | |
| 1 | Livermore Amador Valley Transit Authority | Paratransit Scholarship Program | E | \$ 25,000.00 | \$ 1,250.00 | \$ 26,250.00 | |
| 2 | City of Oakland/Department of Human Services | Taxi-Up & Go Project | N | \$ 248,468.00 | \$ - | \$ 248,468.00 | |
| 3 | City of Fremont/Human Services Department | Tri-City Mobility Management and Travel Training Program | S | \$ 233,982.00 | \$ 36,000.00 | \$ 269,982.00 | |
| 4 | Lions Center for the Blind | Tech-to-Trek Travel Training for the Blind and Visually Impaired | CW | \$ 180,474.00 | \$ 10,000.00 | \$ 190,474.00 | |
| 5 | Center for Independent Living, Inc. | Mobility Matters Project | CW | \$ 500,000.00 | \$ 333,560.00 | \$ 833,560.00 | |
| 6 | Senior Helpline Services | Rides for Seniors | N, C | \$ 220,000.00 | \$ 11,580.00 | \$ 231,580.00 | |
| 7 | Allen Temple Health & Social Services Ministries | Take You There Rides | CW | \$ 300,000.00 | \$ 15,000.00 | \$ 315,000.00 | |
| 8 | Senior Support Program of The Tri Valley | Volunteer Assisted Senior Transportation Program | E | \$ 150,000.00 | \$ 15,000.00 | \$ 165,000.00 | |
| 9 | City of Fremont/Human Services Department | Tri-City Volunteer Driver Programs | S | \$ 285,626.00 | \$ - | \$ 285,626.00 | |
| 10 | Bay Area Outreach & Recreation Program | Accessible Group Trip Transportation for Youth and Adults with Disabilities | CW | \$ 272,000.00 | \$ 68,200.00 | \$ 340,200.00 | |
| 11 | Bay Area Community Services (BACS) | BACS Senior Shopping Shuttle and Group Trip Program | N | \$ 250,000.00 | \$ 10,000.00 | \$ 260,000.00 | |
| 12 | City of Emeryville | 8-To-Go: A Demand Response, Door to Door Shuttle | N | \$ 106,000.00 | \$ 80,200.00 | \$ 186,200.00 | |
| 13 | Alzheimer's Services of the East Bay | Special Transportation Services for Individuals with Dementia | N, C, S | \$ 300,000.00 | \$ 537,318.00 | \$ 837,318.00 | |
| 14 | Livermore Amador Valley Transit Authority | Wheels Para-taxi | E | \$ 60,000.00 | \$ 15,000.00 | \$ 75,000.00 | |
| 15 | City of Hayward | Central County Taxi Program | C | \$ 122,720.00 | \$ 77,280.00 | \$ 200,000.00 | |
| 16 | City of Fremont/Human Services Department | Tri-City Taxi Voucher Program | S | \$ 216,036.00 | \$ - | \$ 216,036.00 | |
| 17 | City of Pleasanton | Downtown Route Shuttle (DTR) | E | \$ 85,544.00 | \$ 20,233.00 | \$ 105,777.00 | |
| | | | | \$ 3,555,850.00 | \$ 1,230,621.00 | \$ 4,786,471.00 | |

*Planning Area Codes

N - North, C - Central, S- South, E - East, CW - Countywide

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Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
James O'Brien, Alameda CTC Project Controls Team

SUBJECT: **Approval of Draft FY 2013/14 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan**

Recommendation

It is recommended that the Commission approve the following actions related to Measure B capital funding and the Draft FY 2013/14 Measure B Capital Program Strategic Plan Update:

1. Approve the assumptions described herein as the basis for the FY 2013/14 Measure B Capital Program Strategic Plan Update;
2. Approve shifting \$3.1M of allocated 2000 MB funding between sub-projects under the Congestion Relief Emergency Fund Project (ACTIA No. 27). The funds have been allocated, but not yet encumbered for expenditure the Studies for Congested Segments/Locations on the CMP Network Project (ACTIA No. 27E), and will be reallocated to the I-880 Corridor Improvements in Oakland and San Leandro Project (ACTIA 27C).
3. Confirm the Measure B commitments to the individual capital projects included in the 1986 and 2000 Measure B Capital Programs, and to previously approved advances, exchanges and loans; and
4. Approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs.

Summary

The Draft FY 2013/14 Measure B Strategic Plan Update (Draft FY13/14 SPU) addresses both the 1986 Measure B Capital Program and the 2000 Measure B Capital Program. While the governing boards for each measure have merged, the requirements related to each measure remain in effect and continue to apply to the programming, allocation and expenditure of Measure B funds made available through each of the capital programs. The assumptions related to the Draft FY13/14 SPU are described herein. The attachments to this memorandum consist of the financial information necessary for the fiscal management of the capital program accounts. The attachments include information pertaining to the Measure B commitments to each of the individual capital projects; the anticipated timing of future allocations and expenditures; and the various advances, exchanges and loans currently approved by the Alameda CTC. The Draft FY13/14 SPU reflects the shift of \$3.1M of allocated funds between sub-projects under the Congestion Relief Emergency Fund (ACTIA No. 27).

Approval of the recommended actions will provide the basis for the Final FY 2013/14 Measure B Capital Program Strategic Plan Update to be approved in May, 2013. The Final FY 2013/14 Strategic Plan Update will provide the road map for proceeding with delivery of the remainder of both capital programs, which will require financing and borrowing in the near-term to provide the Measure B funding to the recipient projects at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies.

The remaining projects from the 1986 Measure B Capital Program along with all of the capital projects from the 2000 Measure B Capital Program, including completed projects, are summarized in Attachment A.

Discussion or Background

The Alameda CTC updates the Measure B Capital Program Strategic Plan annually to confirm the commitments of Measure B capital projects funding to individual capital projects included in the 1986 Measure B Transportation Expenditure Plan (1986 MB) or in the 2000 Measure B Transportation Expenditure Plan (2000 MB). The 1986 MB and 2000 MB capital programs must continue to adhere to the requirements and policies of the respective Measures. The assumptions to be incorporated into the development of the Draft and Final versions of the FY 2013/14 SPU are divided into three categories:

- Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs;
- Assumptions pertaining only to the 1986 MB Capital Program; and
- Assumptions pertaining only to the 2000 MB Capital Program.

Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs

The following assumptions are related to both the 1986 MB and 2000 MB Capital Programs and will be incorporated into the FY 2013/14 SPU:

1. The financial accounts and Measure B commitments for both the 1986 MB and 2000 MB Capital Programs will be kept independent for the purposes of the FY 2013/14 SPU;
2. The assumptions related to the timing of the need for Measure B funds for each capital project will be based on existing and anticipated encumbrances of Measure B funds, and the most current information available from the project sponsors related to the project status and schedule;
3. Projects will be implemented and funded sequentially in phases as prescribed in the individual Master Project Funding Agreements and other funding agreements in accordance with the adopted capital project funding procedure for each Capital Program;

4. The commitment of Measure B funds for each capital project will reflect the Cost Allocation Policy adopted by the ACTIA Board in October, 2009 which allows for the classification of all direct project costs and assignment of these costs to the appropriate capital project;
5. The financing and borrowing assumptions included in the FY 2013/14 SPU include borrowing between the 1986 MB and 2000 MB Capital Accounts to defer the need for outside debt financing to the extent practicable without adverse impacts to the delivery of the 1986 MB capital projects; and
6. Any future advances or exchanges not included in the FY 2013/14 SPU involving Measure B Capital funding will be considered on a case-by-case basis and be the subject of separate actions by the Commission.

Assumptions pertaining only to the 1986 MB Capital Program

The following assumptions are related to the 1986 MB Capital Program and will be incorporated into the FY 2013/14 SPU:

1. The commitment of 1986 Measure B funds to the remaining capital projects will maintain the commitments approved in the FY 2012/13 Strategic Plan Update. The timing of the anticipated expenditures of the remaining commitments of 1986 Measure B funding have been adjusted to reflect current project status. The remaining commitments are considered fully allocated for the purpose of the funding procedures for Measure B capital projects.
2. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan. Any surplus Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;
3. The 1986 Measure B commitment to any capital project for which the final project phase (typically construction except for “Study Only” projects) has been closed out with an unexpended balance of 1986 Measure B funds will be adjusted to reflect the costs savings. Any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve;
4. The 1986 Measure B Capital Projects Reserve will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified;
5. The Local Match requirements prescribed by the 1986 MB for individual capital projects will remain in effect;
6. The rate of return on the investment funds in the current portfolio is 1% per annum;

7. The Alameda CTC currently owns property that was acquired for 1986 MB capital project rights-of-way which is now considered surplus. The FY 2013/14 SPU assumes that sales of the surplus property will yield \$3.0 million of proceeds in FY 2014-15.

Assumptions pertaining only to the 2000 MB Capital Program

The following assumptions are related to the 2000 MB Capital Program and will be incorporated into the FY 2013/14 SPU:

1. The ending FY 2012/13 2000 Measure B Programmed Balance for each capital project will be derived by deducting any amounts allocated during the current fiscal year, FY 2012/13, from the FY 2012/13 Beginning 2000 Measure B Programmed Balance approved in the FY 2012/13 SPU;
2. The Program Escalation Factor (PEF) used to convert the FY 2012/13 Ending 2000 Measure B Programmed Balance to the FY 2013/14 Beginning 2000 Measure B Programmed Balance will be 1.0;
3. The total 2000 Measure B funding commitment to all capital projects will remain at \$756.5 million;
4. The FY 2013/14 SPU will include an Allocation Plan which lays out specific allocations expected from the remaining 2000 Measure B Programmed Balance for each capital project and will serve as the basis of the program-wide financial model;
5. The cash demand for the remaining capital projects will necessitate some type of debt financing or borrowing between the 2000 Measure B Capital Program and the 1986 Measure B Capital Program in the FY 2013/14 timeframe;
6. The estimated portion of the 2000 Measure B revenues in FY 2013/14 for the Capital Projects Account is \$44.5 million. The growth rate for projected revenue in future fiscal years is two percent (2%) per year;
7. The rate of return on the investment funds in the current portfolio is 0.5% per annum;
8. The rate of return on any bond proceeds is 2% per annum;
9. The \$37.03 million exchange related to the 2012 State Transportation Improvement Program (STIP) and the Route 84 Expressway Widening Project (Project No. ACTIA 24) is reflected in the Draft FY 2013/14 SPU. The funding for the Route 84 Expressway Widening Project includes \$37.03 million of STIP funding programmed in FY 2016/17. An equivalent amount from the 2000 Measure B Commitment to ACTIA No. 24 will be paid to the Local Fund Exchange Program administered by the Alameda CTC and made available to the 13 projects included in the 2012 STIP exchange as approved by the Alameda CTC. The exchanged funds will be distributed to the 13 projects through the CMA TIP Program administered by the Alameda CTC as shown in Attachment D.

10. The advance of \$8.5 million of Measure B capacity from several capital projects for the I-580 Eastbound HOV/Auxiliary Lane Project and the I-580 Eastbound Express Lanes Project to be repaid from the toll revenues of the express lane is reflected in the Draft FY 2013/14 SPU as approved by the Alameda CTC in September, 2011. The timing of the advances and the repayments are based on the current project delivery status and schedules of the individual projects involved;
11. The shift of \$3.1M of allocated 2000 MB funding between sub-projects under the Congestion Relief Emergency Fund Project (ACTIA No. 27). The funds have been allocated, but not yet encumbered for expenditure the Studies for Congested Segments/Locations on the CMP Network Project (ACTIA No. 27E), and will be reallocated to the I-880 Corridor Improvements in Oakland and San Leandro Project (ACTIA 27C).

Measure B Capital Programs

The summary of Measure B Capital Projects included in Attachment A shows the total Measure B commitment for the remaining capital projects from the 1986 MB (ACTA) capital program, and all of the capital projects included in the 2000 MB (ACTIA) capital program. The remaining commitments from the 1986 Measure B Capital Account were established primarily through two amendments to the 1986 Expenditure Plan approved in FY 2005/06. The amendments deleted projects that could not be delivered and redirected the 1986 Measure B commitments for the projects that were deleted to replacement projects.

The total 1986 Measure B commitment for the five individual replacement projects and a program-wide closeout “project” equals \$199.6 million as shown in Attachment A.

The total 2000 Measure B commitment for the 27 projects included in the 2000 Measure B Expenditure Plan is \$756.5 million as shown in Attachment A. One capital project, the I-580 Castro Valley Interchanges Improvements project, has both 1986 MB and 2000 MB funding as shown in Attachment A (ACTA MB 239 and ACTIA No. 12).

1986 Measure B Capital Program

The total commitment of 1986 Measure B funds to the remaining projects included in Attachment A are shown in more detail in Attachment B. Attachment B shows the timing of the anticipated expenditure of the remaining 1986 Measure B commitments. The remaining 1986 Measure B commitments shown in Attachment B are anticipated for the following purposes:

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining 1986 Measure B commitment is for completing the on-going design, right-of-way, and utility relocation phases, and for the subsequent construction phase which is currently underfunded.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The remaining 1986 Measure B commitment is for completing the on-going construction phase and closing out prior phases.

3. I-580/Redwood Road Interchange (MB239) – The 1986 Measure B commitment for this project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA No. 12) included in the 2000 MB Capital Program. The remaining 1986 Measure B commitment is for completing the construction phase, including the three-year landscape maintenance obligation, and closing out prior phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining 1986 Measure B commitment is for completing the on-going scoping phase. The project does not currently include project-specific implementation beyond the planning/scoping phase.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining 1986 Measure B commitment is for the project development, right of way and construction phases.
6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, required landscape maintenance, right-of-way settlements, right-of-way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes until the project is completely closed out financially.
7. The 1986 Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the 2000 Measure B commitment under project ACTIA No. 02.

The 1986 Measure B Capital Account includes more funding than the total of the remaining unexpended 1986 Measure B commitments to capital projects. The uncommitted funding is held in a Capital Projects Reserve. The Draft FY 2013/14 SPU includes the following assumptions related to the 1986 Measure B Capital Projects Reserve:

1. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan and any surplus 1986 Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;
2. The 1986 Measure B commitments to capital projects that have closed out the final project phase, (typically construction except for “Study Only” projects) with 1986 Measure B funds remaining will be adjusted to reflect the costs savings and any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve; and
3. The 1986 Measure B Capital Projects Reserve funding will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified.

2000 Measure B Capital Program

The procedures for managing the 2000 Measure B commitments are centered around allocations from the Measure B “Programmed Balance” for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the “Initial Programmed Balance” at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital project has been adjusted each FY using a “Program Escalation Factor (PEF)” typically adopted by the Board with the other Strategic Plan assumptions. During the FY 2009-10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the 2000 Measure B Capital Program, which effectively holds the total 2000 Measure B commitment to the projects in the 2000 MB Capital Program at \$756.5 million.

The total of the commitments of 2000 Measure B funds to the individual projects included in Attachment A are shown in more detail in Attachment C1 and reflect a PEF equal to 1.0 for the FY 2013/14 SPU. The FY 2013/14 Beginning Programmed Balance for each project is equal to the Remaining Programmed (Un-Allocated) Balance shown Attachment C1 and represents the amount available for future allocation. Attachment C2 shows the amount expended through December 31, 2012 compared to the total amount allocated for each of the 2000 MB capital projects. The FY 2013/14 2000 Measure B Allocation Plan Schedule shown Attachment C3 lays out the timing of the anticipated future allocations for the remainder of the 2000 Measure B Capital Program. The future 2000 Measure B allocations are anticipated for the following purpose(s) as shown in the FY 2013/14 2000 Measure B Allocation Plan Notes in Attachment C4:

1. Altamont Commuter Express (ACE) Improvements (ACTIA No. 01) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission which operates the ACE service. The eligible project list is updated regularly. The availability of \$2 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the Alameda CTC in September, 2011.
2. I-680 Sunol Express Lanes – Southbound (ACTIA 08A) - The future 2000 Measure B allocations are anticipated for future operation costs above the toll revenues available for operations as approved by the Alameda CTC in December, 2012.
3. I-680 Sunol Express Lanes – Northbound (ACTIA 08B) - The future 2000 Measure B allocations are anticipated for project development, system management and integration, right of way and construction phases. The availability of \$4.5 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the Alameda CTC in September, 2011.
4. Iron Horse Transit Route (ACTIA 09) -- The future 2000 Measure B allocations are anticipated for project development, right of way and construction phases.
5. I-880/Route 92/Whitesell Drive Interchange (ACTIA 15) – The future 2000 Measure B allocation is anticipated for the construction phase.
6. Isabel Avenue - Route 84/I-580 Interchange (ACTIA 23) – The future 2000 Measure B allocations are anticipated for projects adjacent to the interchange project. The interchange construction is complete and the inter-agency agreements related to the project funding are being closed out.

7. Dumbarton Corridor Improvements – Newark and Union City (ACTIA 25) - The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including \$1 million for costs incurred directly by the Alameda CTC.

Project expenditures for projects included in the 2000 Measure B Capital Program include expenditures incurred directly by the Alameda CTC. The ACTIA Board adopted a Cost Allocation Policy in October, 2009 to address the allocation of ACTIA-incurred expenses against project funding. The FY 2013/14 SPU includes the assumption that the Cost Allocation Policy applies to Alameda CTC-incurred expenses in the same fashion as it applied to ACTIA-incurred expenses.

Capital Program Financial Plans for the 1986 and 2000 Measure B Capital Programs

Without an ongoing revenue stream, the commitments of the 1986 MB funds are constrained by the balance of the 1986 MB Capital Accounts and any interest revenue earned until the account is completely drawn down for project expenditures (currently anticipated to occur in the FY 2015/16 timeframe). In other words, the remaining commitments to the 1986 MB Capital Program are constrained by the amount of funding currently “in the bank,” so debt financing will not be needed to provide the remaining 1986 Measure B commitments for the 1986 MB Capital Program. Attachment B shows the 1986 Measure B commitments to the remaining 1986 MB capital projects and the anticipated timing of the drawdowns based on current project schedules.

By the end of the current FY, i.e. June 30, 2013, more than \$709 million of 2000 Measure B funding will be allocated and ready for encumbrance for capital project expenditures (i.e. 94% of the total 2000 Measure B commitment to all capital projects of \$756.5 million). Once the encumbrances, e.g. funding agreements, contracts, etc., for the allocated funds are approved, the Alameda CTC will have encumbered more 2000 Measure B funds than can be provided to the projects on a “pay-as-you-go basis.” Current financial analysis shows the 2000 Measure B Capital Program fund balance, based on the assumptions described above without any financing or borrowing, will go negative before the end of FY 2013/14.

The alternative to pay-as-you-go is some type of debt financing or borrowing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The amounts encumbered will not be expended immediately. The encumbrances for the larger projects take years to fully expend, but with the encumbrances in place, the financial management of the capital program accounts intensifies. The timing of the anticipated expenditures has a significant effect on the financing options and costs. Current financial analysis indicates a combination of borrowing from the 1986 Measure B Capital Account in the near-term (until the funds are needed for the 1986 MB capital projects) followed by some type of debt financing from outside sources will be required to provide the 2000 Measure B funding to the capital projects as shown in Attachment D.

Debt Financing for the 2000 Measure B Capital Program

The most likely types of debt financing will involve the issuance of bonds and/or commercial paper. The process for issuing bonds secured by the sales tax, referred to as “limited tax bonds,” is prescribed by the California Public Utilities Commission (PUC) Code and expanded upon in guidelines prepared by the California Debt and Investment Advisory Commission (CDIAC). The required process includes the Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds must address the following (from the PUC):

- 1) The purposes for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to, or connected with, the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.
- 2) The estimated cost of accomplishing those purposes.
- 3) The amount of the principal of the indebtedness.
- 4) The maximum term the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.
- 5) The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.
- 6) The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).
- 7) The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

The resolution may also contain other matters authorized by the applicable PUC Code chapter or any other law.

The process for issuing bonds involves identifying a Financing Team which includes a Financial Advisor, an Underwriter (one or more), and Bond Counsel, to determine the specifics related to the bond issuance required to develop the bond package, market the bonds, sell the bonds and secure the proceeds. Once the bonds are issued, the Alameda CTC will be responsible for monitoring and tracking the activities related to the expenditure, investment and accounting of the bond proceeds, including the final accounting. Staff has initiated the process to select consultants to participate on the Financing Team.

The project expenditure information provided in the attachments will serve as the basis for the financial analysis and cash management efforts related to determining the method, or methods of debt financing best suited to allow the Alameda CTC to fulfill the commitments of 2000 Measure B funding. The focus of the financial analysis and management is to provide the 2000 Measure B commitments to the capital projects at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies. Once debt financing is initiated, fluctuations to

the timing of the need for Measure B funds will have to be considered in the detailed context of cash management in order to maintain minimum balances required to prioritize obligations stemming from the debt financing.

Fiscal Impact

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

Attachments:

- Attachment A: Summary of Measure B Capital Projects Current Phase and Measure B Funding
- Attachment B: 1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures
- Attachment C1: 2000 Measure B Capital Project Commitment Summary
- Attachment C2: 2000 Measure B Capital Project Allocations and Expended to Date
- Attachment C3: 2000 Measure B Capital Project Allocation Plan Schedule
- Attachment C4: 2000 Measure B Capital Project Allocation Plan Notes
- Attachment D1: 2000 Measure B Capital Project Line Item Expenditures
- Attachment D2: 2000 Measure B Capital Program Advances and Repayments
- Attachment D3: 2000 Measure B Capital Program Advances 2012 STIP Exchange Project Detail Sheet

| Summary of Measure B Capital Projects Funding | | | | | |
|--|---|------------------------------|---------------------------------|---|------------------------|
| April 2013 - Draft | | | | | |
| Index | Project Title | Project Type (Note 1) | Measure B Project Number | Measure B Funding (\$ x million) | |
| | | | | 1986 MB (ACTA) | 2000 MB (ACTIA) |
| 1 | I-880 to Mission Blvd East-West Connector | LSR | MB 226 | 88.8 | 0.0 |
| 2 | Route 238/Mission-Foothill-Jackson Corridor Improvement | LSR | MB 238 | 80.0 | 0.0 |
| 3 | Central Alameda County Freeway System Operational Analysis | Hwy | MB 240 | 5.0 | 0.0 |
| 4 | Castro Valley Local Area Traffic Circulation Improvement | LSR | MB 241 | 5.0 | 0.0 |
| 5 | Program-Wide and Project Closeout Costs | Var | MB Var | 5.8 | 0.0 |
| 6 | Altamont Commuter Express Rail | MT | ACTIA 01 | 0.0 | 13.2 |
| 7 | BART Warm Springs Extension | MT | ACTIA 02 | 0.0 | 224.4 |
| 8 | BART Oakland Airport Connector | MT | ACTIA 03 | 0.0 | 89.1 |
| 9 | Downtown Oakland Streetscape Improvement | BP | ACTIA 04 | 0.0 | 6.4 |
| 10 | Fruitvale Transit Village | MT | ACTIA 05 | 0.0 | 4.4 |
| 11 | Union City Intermodal Station | MT | ACTIA 06 | 0.0 | 12.6 |
| 12 | Telegraph Avenue Bus Rapid Transit | MT | ACTIA 07A | 0.0 | 11.5 |
| 13 | San Pablo Avenue Corridor Transit | MT | ACTIA 07B | 0.0 | 2.3 |
| 14 | Telegraph Avenue Rapid Bus Service | MT | ACTIA 07C | 0.0 | 10.7 |
| 15 | I-680 Sunol Express Lanes - Southbound | Hwy | ACTIA 08A | 0.0 | 15.2 |
| 16 | I-680 Sunol Express Lanes - Northbound | Hwy | ACTIA 08B | 0.0 | 20.0 |
| 17 | Iron Horse Transit Route | MT | ACTIA 09 | 0.0 | 6.3 |
| 18 | I-880/Broadway-Jackson Interchange Improvement (Study Only) | Hwy | ACTIA 10 | 0.0 | 8.1 |
| 19 | I-880/Washington Ave I/C | Hwy | ACTIA 11 | 0.0 | 1.3 |
| 20 | I-580 Castro Valley Interchanges Improvements (Note 2) | Hwy | ACTIA 12 | 15.0 | 11.5 |
| 21 | Lewelling/East Lewelling Blvd Widening | LSR | ACTIA 13 | 0.0 | 13.1 |
| 22 | I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road) | Hwy | ACTIA 14A | 0.0 | 2.5 |
| 23 | I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road) | Hwy | ACTIA 14B | 0.0 | 2.7 |
| 24 | I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 3) | Hwy | ACTIA 14C | 0.0 | 7.8 |
| 25 | Route 92/Clawiter - Whitesell Interchange and Reliever Route | Hwy | ACTIA 15 | 0.0 | 27.0 |
| 26 | Oakland Local Streets and Roads | LSR | ACTIA 16 | 0.0 | 5.3 |
| 27 | Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1) | LSR | ACTIA 17A | 0.0 | 0.6 |
| 28 | Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 4) | LSR | ACTIA 17B | 0.0 | 0.7 |
| 29 | Westgate Parkway Extension (Wal-Mart to Williams Street) | LSR | ACTIA 18A | 0.0 | 7.9 |
| 30 | Westgate Parkway Extension (Davis Street) | LSR | ACTIA 18B | 0.0 | 0.6 |
| 31 | East 14th St/Hesperian Blvd/150th St Improvements | LSR | ACTIA 19 | 0.0 | 3.2 |
| 32 | Newark Local Streets | LSR | ACTIA 20 | 0.0 | 1.4 |

Summary of Measure B Capital Projects Funding

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| Index | Project Title | Project Type (Note 1) | Measure B Project Number | Measure B Funding (\$ x million) | |
|-------|---|--------------------------|--------------------------------|-------------------------------------|--------------------|
| | | | | 1986 MB (ACTA) | 2000 MB (ACTIA) |
| 33 | I-238 Widening (Note 3) | Hwy | ACTIA 21 | 0.0 | 81.0 |
| 34 | I-680/I-880 Cross Connector Studies | Hwy | ACTIA 22 | 0.0 | 1.2 |
| 35 | Isabel Avenue - Route 84/I-580 Interchange | Hwy | ACTIA 23 | 0.0 | 26.5 |
| 36 | Route 84 Expressway Widening | Hwy | ACTIA 24 | 0.0 | 96.5 |
| 37 | Dumbarton Corridor Improvements (Newark and Union City) (Study Only) | MT | ACTIA 25 | 0.0 | 19.4 |
| 38 | I-580 Corridor/BART to Livermore Studies | MT | ACTIA 26 | 0.0 | 11.8 |
| 39 | Vasco Road Safety Improvements | LSR | ACTIA 27A | 0.0 | 1.5 |
| 40 | I-80 Integrated Corridor Mobility Project | Hwy | ACTIA 27B | 0.0 | 2.8 |
| 41 | I-880 Corridor Improvements in Oakland and San Leandro (Note 5)(Note 6) | Hwy | ACTIA 27C | 0.0 | 5.4 |
| 42 | CWTP/TEP Development (Study Only) | Hwy | ACTIA 27D | 0.0 | 0.1 |
| 43 | Studies for Congested Segments/Locations on the CMP Network (Note 5) | Hwy | ACTIA 27E | 0.0 | 0.6 |
| | | | | 199.6 | 756.6 |

Notes:

1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
2. The I-580 Castro Valley Interchanges Improvements project is included in both the 1986 MB Program (MB 239) and the 2000 MB Program (ACTIA No. 12). The 1986 MB commitment is treated as a contribution to the 2000 MB project.
3. The 2000 MB commitment for ACTIA No. 14C was exchanged for other funds in the I-580 Corridor. The ACTIA 14C commitment is treated as a contribution to the I-238 Widening Project included in the 2000 MB Program, ACTIA No. 21.
4. The second stage of the Hesperian Boulevard/Lewelling Boulevard Widening project (ACTIA No. 17B) is being implemented with the Lewelling/East Lewelling Blvd Widening project (ACTIA No. 13) by Alameda County.
5. The Draft FY 2013/14 SPU reflects the shift of \$3.1M of allocated 2000 MB funding from ACTIA No. 27E to ACTIA No. 27C.
6. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project and the North and South Segments of the I-880 Southbound HOV Lane project, including follow on landscaping, are eligible for the 2000 MB commitment to the I-880 Corridor Improvements in Oakland and San Leandro project (ACTIA No. 27C).

Attachment A Page 2 of 2

**Draft FY 2013/14 Measure B Capital Program Strategic Plan Update
1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures**

April 2013 - Draft

| No. | Project Title | \$ x 1,000 in the FY Shown (Note 1) | | | | | | | | | | Totals |
|---------------|--|-------------------------------------|-----------------|------------------|------------------|------------------|-----------------|--|--|--|--|-------------------|
| | | Prior to FY 13/14 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | | | | | |
| MB226 | I-880 to Mission Boulevard East-West Connector | \$ 15,334 | \$ 5,000 | \$ 22,500 | \$ 15,000 | \$ 25,000 | \$ 6,037 | | | | | \$ 88,871 |
| MB238 | Route 238/Mission-Foothill-Jackson Corridor Improvement | \$ 80,000 | \$ - | \$ - | \$ - | \$ - | \$ - | | | | | \$ 80,000 |
| MB239 | I-580/Redwood Road Interchange (contribution to ACTIA 12) | \$ 10,179 | \$ 1,350 | \$ 100 | \$ 1,000 | \$ 1,000 | \$ 1,371 | | | | | \$ 15,000 |
| MB240 | Central Alameda County Freeway System Operational Analysis | \$ 1,847 | \$ 1,400 | \$ 1,753 | \$ - | \$ - | \$ - | | | | | \$ 5,000 |
| MB241 | Castro Valley Local Area Traffic Circulation Improvement | \$ 537 | \$ 1,150 | \$ 3,313 | \$ - | \$ - | \$ - | | | | | \$ 5,000 |
| MB Var | Program-wide and Project Closeout Costs (Note 2) | \$ 161 | \$ 1,050 | \$ 2,500 | \$ 1,700 | \$ 339 | \$ - | | | | | \$ 5,750 |
| Totals | | \$ 108,058 | \$ 9,950 | \$ 30,166 | \$ 17,700 | \$ 26,339 | \$ 7,408 | | | | | \$ 199,621 |

Notes:

1. The amounts shown per FY represent the maximum amount of 1986 Measure B assumed to be expended by the Alameda CTC in the FY shown. These amounts are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall 1986 MB Capital Program from a financial perspective. The difference between the actual amount expended by the Alameda CTC in a given FY, including prior FY's, and the maximum shown are assumed available in any subsequent FY without having to recalibrate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.
2. The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. for 1986 MB capital projects not listed separately. Once project construction is closed out, any remaining amount of 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for 1986 Measure B commitments will continue to be brought before the Alameda CTC for approval before expenditures are approved.

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Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Commitment Summary

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| | Total Measure B Commitment (\$ x 1,000) | Total Amount Allocated To Date (\$ x 1,000) | FY 13/14 Programmed Balance (\$ x 1,000) |
|--|---|---|--|
| 01 ACE Capital Improvements | \$ 13,184 | \$ 11,184 | \$ 2,000 |
| 02 BART Warm Springs Extension | \$ 224,448 | \$ 224,448 | \$ - |
| 03 BART Oakland Airport Connector | \$ 89,052 | \$ 89,052 | \$ - |
| 04 Oakland Downtown Streetscape Project | \$ 6,358 | \$ 6,358 | \$ - |
| 05 Fruitvale Transit Village - 5A/5B | \$ 4,435 | \$ 4,435 | \$ - |
| 06 Union City Intermodal Station | \$ 12,561 | \$ 12,561 | \$ - |
| 07A Telegraph Avenue Corridor Transit Project | \$ 11,510 | \$ 11,510 | \$ - |
| 07B San Pablo Avenue Corridor Transit Improvement Project | \$ 2,262 | \$ 2,262 | \$ - |
| 07C Telegraph Avenue Corridor Transit Project - Stage 2 | \$ 10,672 | \$ 10,672 | \$ - |
| 08A I-680 Express Lane - Southbound | \$ 19,697 | \$ 15,197 | \$ 4,500 |
| 08B I-680 Express Lane - Northbound | \$ 15,500 | \$ 10,000 | \$ 5,500 |
| 09 Iron Horse Transit Route | \$ 6,267 | \$ - | \$ 6,267 |
| 10 I-880/Broadway-Jackson Interchange | \$ 8,101 | \$ 8,101 | \$ - |
| 11 I-880/Washington Avenue Interchange | \$ 1,335 | \$ 1,335 | \$ - |
| 12 I-580 Interchange Improvements in Castro Valley | \$ 11,525 | \$ 11,525 | \$ - |
| 13 Lewelling Boulevard/East Lewelling Boulevard | \$ 13,104 | \$ 13,104 | \$ - |
| 14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road) | \$ 2,500 | \$ 2,500 | \$ - |
| 14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road) | \$ 2,686 | \$ 2,686 | \$ - |
| 14C I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) | \$ 7,843 | \$ 7,843 | \$ - |
| 15 I-880/Route 92/Whitesell Drive Interchange | \$ 27,037 | \$ 12,605 | \$ 14,432 |
| 16 Oakland Local Streets and Roads | \$ 5,278 | \$ 5,278 | \$ - |

Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Commitment Summary

April 2013 - Draft

| | | Total Measure B Commitment (\$ x 1,000) | Total Amount Allocated To Date (\$ x 1,000) | FY 13/14 Programmed Balance (\$ x 1,000) |
|---------------|---|---|---|--|
| 17A | Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1) | \$ 578 | \$ 578 | \$ - |
| 17B | Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) | \$ 686 | \$ 686 | \$ - |
| 18A | Westgate Parkway Extension -Stage 1 | \$ 7,918 | \$ 7,918 | \$ - |
| 18B | Westgate Parkway Extension - Stage 2 | \$ 600 | \$ 600 | \$ - |
| 19 | East 14th St/Hesperian Blvd/150th St Improvements | \$ 3,218 | \$ 3,218 | \$ - |
| 20 | Newark Local Streets | \$ 1,422 | \$ 1,422 | \$ - |
| 21 | I-238 Widening | \$ 81,022 | \$ 81,022 | \$ - |
| 22 | I-680/I-880 Cross Connector Studies | \$ 1,233 | \$ 1,233 | \$ - |
| 23 | Isabel Avenue - Route 84/I-580 Interchange | \$ 26,529 | \$ 25,029 | \$ 1,500 |
| 24 | Route 84 Expressway Widening | \$ 96,459 | \$ 96,459 | \$ - |
| 25 | Dumbarton Corridor Improvements (Newark and Union City) | \$ 19,367 | \$ 6,078 | \$ 13,289 |
| 26 | I-580 Corridor/BART to Livermore Studies | \$ 11,831 | \$ 11,831 | \$ - |
| 27A | Vasco Road Safety Improvements | \$ 1,500 | \$ 1,500 | \$ - |
| 27B | I-80 Integrated Corridor Mobility Project | \$ 2,800 | \$ 2,800 | \$ - |
| 27C | I-880 Corridor Improvements in Oakland and San Leandro | \$ 5,350 | \$ 5,350 | \$ - |
| 27D | CWTP/TEP Development | \$ 50 | \$ 50 | \$ - |
| 27E | Studies for Congested Segments/Locations on the CMP Network | \$ 551 | \$ 551 | \$ - |
| Totals | | \$ 756,469 | \$ 708,981 | \$ 47,488 |

Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocations and Expended to Date

April 2013 - Draft

| | Total Measure B Commitment (\$ x 1,000) | Total Amount Allocated To Date (\$ x 1,000) | Expended Thru Q2 FY 12/13 (12/31/12) (\$ x 1,000) | Allocated Un-Expended Q3 FY 12/13 (\$ x 1,000) |
|---|--|---|---|---|
| 01 ACE Capital Improvements | \$ 13,184 | \$ 11,184 | \$ 4,182 | \$ 7,002 |
| 02 BART Warm Springs Extension | \$ 224,448 | \$ 224,448 | \$ 100,839 | \$ 123,609 |
| 03 BART Oakland Airport Connector | \$ 89,052 | \$ 89,052 | \$ 53,103 | \$ 35,949 |
| 04 Oakland Downtown Streetscape Project | \$ 6,358 | \$ 6,358 | \$ 762 | \$ 5,596 |
| 05 Fruitvale Transit Village - 5A/5B | \$ 4,435 | \$ 4,435 | \$ 4,435 | \$ - |
| 06 Union City Intermodal Station | \$ 12,561 | \$ 12,561 | \$ 12,561 | \$ - |
| 07A Telegraph Avenue Corridor Transit Project (Note 1) | \$ 11,510 | \$ 11,510 | \$ 5,495 | \$ 6,015 |
| 07B San Pablo Avenue Corridor Transit Improvement Project (Note 1) | \$ 2,262 | \$ 2,262 | \$ 2,262 | \$ - |
| 07C Telegraph Avenue Corridor Transit Project - Stage 2 (Note 1) | \$ 10,672 | \$ 10,672 | \$ 10,672 | \$ - |
| 08A I-680 Express Lane - Southbound (Note 2) | \$ 19,697 | \$ 15,197 | \$ 13,188 | \$ 2,009 |
| 08B I-680 Express Lane - Northbound | \$ 15,500 | \$ 10,000 | \$ 2,374 | \$ 7,626 |
| 09 Iron Horse Transit Route | \$ 6,267 | \$ - | \$ - | \$ - |
| 10 I-880/Broadway-Jackson Interchange | \$ 8,101 | \$ 8,101 | \$ 2,169 | \$ 5,932 |
| 11 I-880/Washington Avenue Interchange | \$ 1,335 | \$ 1,335 | \$ 1,335 | \$ - |
| 12 I-580 Interchange Improvements in Castro Valley (Note 3) | \$ 11,525 | \$ 11,525 | \$ 12,024 | \$ (499) |
| 13 Lewelling Boulevard/East Lewelling Boulevard | \$ 13,104 | \$ 13,104 | \$ 13,104 | \$ - |
| 14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road) | \$ 2,500 | \$ 2,500 | \$ 1,788 | \$ 712 |
| 14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road) | \$ 2,686 | \$ 2,686 | \$ 511 | \$ 2,175 |
| 14C I-580 Auxiliary Lane Eastbound (EI Charro Road to Airway Blvd) (Note 4) | \$ 7,843 | \$ 7,843 | \$ 7,843 | \$ - |
| 15 I-880/Route 92/Whitesell Drive Interchange | \$ 27,037 | \$ 12,605 | \$ 604 | \$ 12,001 |
| 16 Oakland Local Streets and Roads | \$ 5,278 | \$ 5,278 | \$ 5,278 | \$ - |

Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocations and Expended to Date

April 2013 - Draft

| | | Total Measure B Commitment (\$ x 1,000) | Total Amount Allocated To Date (\$ x 1,000) | Expended Thru Q2 FY 12/13 (12/31/12) (\$ x 1,000) | Allocated Un-Expended Q3 FY 12/13 (\$ x 1,000) |
|---------------|---|--|---|---|---|
| 17A | Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1) | \$ 578 | \$ 578 | \$ 915 | \$ (337) |
| 17B | Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5) | \$ 686 | \$ 686 | \$ 86 | \$ 600 |
| 18A | Westgate Parkway Extension (Wal-Mart to Williams Street) | \$ 7,918 | \$ 7,918 | \$ 7,931 | \$ (13) |
| 18B | Westgate Parkway Extension (Davis Street) (Note 6) | \$ 600 | \$ 600 | \$ - | \$ 600 |
| 19 | East 14th St/Hesperian Blvd/150th St Improvements (Note 6) | \$ 3,218 | \$ 3,218 | \$ 339 | \$ 2,879 |
| 20 | Newark Local Streets | \$ 1,422 | \$ 1,422 | \$ 1,422 | \$ - |
| 21 | I-238 Widening (Note 4) | \$ 81,022 | \$ 81,022 | \$ 81,022 | \$ - |
| 22 | I-680/I-880 Cross Connector Studies | \$ 1,233 | \$ 1,233 | \$ 715 | \$ 518 |
| 23 | Isabel Avenue - Route 84/I-580 Interchange | \$ 26,529 | \$ 25,029 | \$ 19,473 | \$ 5,556 |
| 24 | Route 84 Expressway Widening | \$ 96,459 | \$ 96,459 | \$ 14,641 | \$ 81,818 |
| 25 | Dumbarton Corridor Improvements (Newark and Union City) | \$ 19,367 | \$ 6,078 | \$ 2,416 | \$ 3,662 |
| 26 | I-580 Corridor/BART to Livermore Studies | \$ 11,831 | \$ 11,831 | \$ 6,918 | \$ 4,913 |
| 27 | Emerging Projects | \$ - | \$ - | \$ - | \$ - |
| 27A | Vasco Road Safety Improvements | \$ 1,500 | \$ 1,500 | \$ 1,500 | \$ - |
| 27B | I-80 Integrated Corridor Mobility Project | \$ 2,800 | \$ 2,800 | \$ 1,800 | \$ 1,000 |
| 27C | I-880 Corridor Improvements in Oakland and San Leandro | \$ 5,350 | \$ 5,350 | \$ 1,317 | \$ 4,033 |
| 27D | CWTP/TEP Development | \$ 50 | \$ 50 | \$ - | \$ 50 |
| 27E | Studies for Congested Segments/Locations on the CMP Network | \$ 551 | \$ 551 | \$ - | \$ 551 |
| Totals | | \$ 756,469 | \$ 708,981 | \$ 395,024 | \$ 313,957 |

| Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Schedule April 2013 - Draft | | | | | | | | | | | |
|---|---|--------------------------------|------------------------------|------------------|------------------|------------------|-----------------|------------------|-----------------------------|------------------|------------|
| | | | | | | | | | | | \$ x 1,000 |
| | Total Measure B Commitment | Total Amount Allocated To Date | Remaining Programmed Balance | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Totals (Future Allocations) | | |
| 01 | ACE Capital Improvements | \$ 13,184 | \$ 11,184 | \$ 2,000 | | | | 2,000 | \$ 2,000 | | |
| 08A | I-680 Express Lane - Southbound | \$ 19,697 | \$ 15,197 | \$ 4,500 | | 1,000 | 3,500 | | \$ 4,500 | | |
| 08B | I-680 Express Lane - Northbound | \$ 15,500 | \$ 10,000 | \$ 5,500 | | | | 4,500 | \$ 5,500 | | |
| 09 | Iron Horse Transit Route | \$ 6,267 | \$ - | \$ 6,267 | | | | | \$ 6,267 | | |
| 15 | I-880/Route 92/Whitesell Drive Interchange | \$ 27,037 | \$ 12,605 | \$ 14,432 | 1,500 | 12,932 | | | \$ 14,432 | | |
| 23 | Isabel Avenue - Route 84/I-580 Interchange | \$ 26,529 | \$ 25,029 | \$ 1,500 | | | | | \$ 1,500 | | |
| 25 | Dumbarton Corridor Improvements (Newark and Union City) | \$ 19,367 | \$ 6,078 | \$ 13,289 | 1,500 | 2,000 | 9,789 | | \$ 13,289 | | |
| Totals (Projects This Sheet) | | \$ 127,581 | \$ 80,093 | \$ 47,488 | \$ 11,767 | \$ 14,932 | \$ 1,000 | \$ 13,289 | \$ 6,500 | \$ 47,488 | |

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| Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Notes April 2013 - Draft | | | | | |
|--|---|--------------------------------|------------------------------|------------------|--|
| | | | \$ x 1,000 | | |
| | Total Measure B Commitment | Total Amount Allocated To Date | Remaining Programmed Balance | | |
| 01 | ACE Capital Improvements | \$ 13,184 | \$ 11,184 | \$ 2,000 | Remaining 2000 Measure B allocations are anticipated for the Alameda County share of ACE capital costs for various projects approved annually in a list recommended by the SJRRC. The availability of \$2M of the remaining Programmed Balance is delayed due to an advance approved in September 2011 for the I-580 EB Aux/HOT Lane project to be paid back with toll revenues. |
| 08A | I-680 Express Lane - Southbound | \$ 19,697 | \$ 15,197 | \$ 4,500 | The future 2000 Measure B allocations are anticipated for future operation costs above the toll revenues available for operations as approved by the Alameda CTC in December, 2012. |
| 08B | I-680 Express Lane - Northbound | \$ 15,500 | \$ 10,000 | \$ 5,500 | Remaining 2000 Measure B allocations are anticipated for future project development, system management and integration, right of way and construction phases costs incurred directly by the Alameda CTC. The availability of \$4.5M of the remaining Programmed Balance is delayed due to an advance approved in September 2011 for the I-580 EB Aux/HOT Lane project to be paid back with toll revenues. |
| 09 | Iron Horse Transit Route | \$ 6,267 | \$ - | \$ 6,267 | The future 2000 Measure B allocations are anticipated for project development, right of way and construction phase costs incurred by the implementing agency(ies). |
| 15 | I-880/Route 92/Whitesell Drive Interchange | \$ 27,037 | \$ 12,605 | \$ 14,432 | Remaining 2000 Measure B allocations are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies). |
| 23 | Isabel Avenue - Route 84/I-580 Interchange | \$ 26,529 | \$ 25,029 | \$ 1,500 | The future 2000 Measure B allocations are anticipated for projects adjacent to the interchange project. The interchange construction is complete and the inter-agency agreements related to the project funding are being closed out. |
| 25 | Dumbarton Corridor Improvements (Newark and Union City) | \$ 19,367 | \$ 6,078 | \$ 13,289 | The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including \$1 million for costs incurred directly by the Alameda CTC. |
| Totals (Projects This Sheet) | | \$ 127,581 | \$ 80,093 | \$ 47,488 | |

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**Draft FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Line Item Expenditures**

April 2013 - Draft

| No. | Project Title | \$ x 1,000 in the FY Shown | | | | | | | | | | | | Totals | |
|-----|---|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------|------|--------|------------|
| | | Prior to FY 13/14 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19 | FY 18/19 | FY 18/19 | FY 19/20 | Totals | | | |
| 1 | ACE Capital Improvements | \$ 7,183 | \$ 3,500 | \$ 502 | \$ - | \$ - | \$ - | \$ 1,000 | \$ 1,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 13,185 |
| 2 | BART Warm Springs Extension | \$ 115,839 | \$ 24,000 | \$ 40,000 | \$ 30,000 | \$ 14,609 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 224,448 |
| 3 | BART Oakland Airport Connector | \$ 69,051 | \$ 20,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 89,051 |
| 4 | Downtown Oakland Streetscape | \$ 762 | \$ 1,750 | \$ 3,846 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,358 |
| 5 | Fruitvale Transit Village | \$ 4,435 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,435 |
| 6 | Union City Intermodal Station | \$ 12,561 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 12,561 |
| 7A | Telegraph Avenue Bus Rapid Transit | \$ 6,969 | \$ 4,000 | \$ 540 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,509 |
| 7B | San Pablo Avenue Corridor Transit | \$ 2,262 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,262 |
| 7C | Telegraph Avenue Rapid Bus Service | \$ 10,672 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 10,672 |
| 8 | I-680 Express Lane | \$ 16,938 | \$ 4,000 | \$ 2,959 | \$ 3,000 | \$ 3,000 | \$ 2,925 | \$ 750 | \$ 1,125 | \$ 500 | \$ - | \$ - | \$ - | \$ - | \$ 35,197 |
| 9 | Ironhorse Trail | \$ 500 | \$ 2,500 | \$ 2,000 | \$ 1,267 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,267 |
| 10 | I-880/Broadway-Jackson I/C | \$ 2,321 | \$ 2,500 | \$ 3,282 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,103 |
| 11 | I-880/Washington Ave I/C | \$ 1,334 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,334 |
| 12 | I-580 Castro Valley I/C | \$ 11,325 | \$ 100 | \$ 100 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,525 |
| 13 | Lewelling/East Lewelling | \$ 13,105 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 13,105 |
| 14A | I-580 Auxiliary Lanes - W/B Fallon to Tassajara | \$ 2,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,500 |
| 14B | I-580 Auxiliary Lanes - W/B Airway to Fallon | \$ 1,761 | \$ 925 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,686 |
| 14C | I-580 Auxiliary Lanes - E/B El Chorro to Airway | \$ 7,844 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,844 |
| 15 | Rte 92/Clawiter-Whitesell I/C | \$ 2,104 | \$ 8,000 | \$ 10,000 | \$ 6,933 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 27,037 |
| 16 | Oakland Local Streets | \$ 5,278 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,278 |

**Draft FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Line Item Expenditures**

April 2013 - Draft

| No. | Project Title | \$ x 1,000 in the FY Shown | | | | | | | | | | | | Totals | | |
|---------------|--|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------|------|--------|------|------------|
| | | Prior to FY 13/14 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19 | FY 18/19 | FY 18/19 | FY 19/20 | Totals | | | | |
| 17 | Hesperian/Lewelling Widening | \$ 1,264 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,264 |
| 18 | Westgate Extension | \$ 8,518 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,518 |
| 19 | E. 14th/Hesperian/150th Improvements | \$ 839 | \$ 1,000 | \$ 1,379 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,218 |
| 20 | Newark Local Streets | \$ 1,422 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,422 |
| 21 | I-238 Widening | \$ 81,022 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 81,022 |
| 22 | I-680/I-880 Cross Connector Study | \$ 740 | \$ 493 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,233 |
| 23 | Isabel - Route 84/I-580 I/C | \$ 23,283 | \$ 1,746 | \$ 1,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 26,529 |
| 24 | Route 84 Expressway | \$ 19,641 | \$ 19,000 | \$ 11,568 | \$ 12,000 | \$ 15,000 | \$ 19,250 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 96,459 |
| 25 | Dumbarton Corridor | \$ 3,916 | \$ 2,000 | \$ 2,000 | \$ 2,000 | \$ 5,000 | \$ 4,451 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 19,367 |
| 26 | I-580 Corridor/BART to Livermore | \$ 8,168 | \$ 2,750 | \$ 913 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,831 |
| 27 | Congestion Relief Emergency Fund - Unallocated | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 27A | Vasco Road | \$ 1,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,500 |
| 27B | I-80 ICM | \$ 2,799 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,799 |
| 27C | I-880 Corridor Improvements in Oakland and San Leandro | \$ 3,187 | \$ 2,163 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,350 |
| 27D | CWTP/TEP Development | \$ 50 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 50 |
| 27E | Studies for Congested Segments/Locations on the C/MIP | \$ - | \$ 450 | \$ 101 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 551 |
| Totals | | \$ 451,093 | \$ 100,877 | \$ 80,690 | \$ 55,200 | \$ 37,609 | \$ 26,626 | \$ 1,750 | \$ 2,125 | \$ 500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 756,470 |

| Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Advances and Repayments April 2013 - Draft | | | | | | | | | | | | |
|--|----------|----------|----------|----------|-----------|----------|----------|----------|----------|--------|--|-----------|
| \$ x 1,000 in FY Shown | | | | | | | | | | | | |
| | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19 | FY 19/20 | FY 20/21 | Totals | | |
| Sources of Funds (Repayments of Advances/Loans) | | | | | | | | | | | | |
| 1 | | | | \$ 250 | \$ 1,500 | \$ 1,500 | \$ 2,000 | \$ 2,000 | \$ 1,250 | | | \$ 8,500 |
| 2 | | | | | \$ 37,030 | | | | | | | \$ 37,030 |
| 3 | \$ - | \$ - | \$ - | \$ 250 | \$ 38,530 | \$ 1,500 | \$ 2,000 | \$ 2,000 | \$ 1,250 | | | \$ 45,530 |
| Total Sources of Funds (Repayments) | | | | | | | | | | | | |

| Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Advances and Repayments April 2013 - Draft | | | | | | | | | | | | |
|--|----------|----------|----------|----------|-----------|----------|----------|----------|----------|--------|--|-----------|
| \$ x 1,000 in FY Shown | | | | | | | | | | | | |
| | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19 | FY 19/20 | FY 20/21 | Totals | | |
| Uses of Funds (Expenditures for Advances) | | | | | | | | | | | | |
| 4 | \$ 1,500 | \$ 6,000 | \$ 1,000 | | | | | | | | | \$ 8,500 |
| 5 | \$ 8,000 | \$ - | \$ - | \$ - | \$ 29,030 | \$ - | \$ - | \$ - | \$ - | | | \$ 37,030 |
| 6 | \$ 9,500 | \$ 6,000 | \$ 1,000 | \$ - | \$ 29,030 | \$ - | \$ - | \$ - | \$ - | | | \$ 45,530 |
| Total Uses of Funds (Expenditures) | | | | | | | | | | | | |

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| Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Advances - 2012 STIP Exchange Project Detail Sheet | | | | | | |
|---|-------------|-------------|-------------|-------------|-------------|-----------|
| April 2013 - Draft | | | | | | |
| \$ x 1,000 in FY Shown | | | | | | |
| | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Totals |
| STIP Exchange Projects | | | | | | |
| 1 | | | | | \$ 5,000 | \$ 5,000 |
| East Bay Bus Rapid Transit (AC Transit) | | | | | | |
| 2 | | | | | \$ 2,500 | \$ 2,500 |
| I-880/Broadway-Jackson (Alameda) | | | | | | |
| 3 | | | | | \$ 1,000 | \$ 1,000 |
| Crow Canyon Road Safety Improvements (Ala. County) | | | | | | |
| 4 | \$ 1,500 | | | | \$ - | \$ 1,500 |
| Niles Canyon Rd (Rte 84), Paloma Rd and Pleasanton-Sunol Rd Intersection (Ala. County) | | | | | | |
| 5 | \$ - | | | | \$ 14,300 | \$ 14,300 |
| East-West Connector (Alameda CTC) | | | | | | |
| 6 | \$ 1,000 | | | | \$ - | \$ 1,000 |
| I-880 Reconstruction, 29th/23rd (Alameda CTC) | | | | | | |
| 7 | \$ 3,500 | | | | \$ - | \$ 3,500 |
| I-880/Mission Blvd (Rte 262) Phase 1B/2 Interchange Completion (VTA) | | | | | | |
| 8 | \$ - | | | | \$ 3,500 | \$ 3,500 |
| Automall Parkway Project (Fremont) | | | | | | |
| 9 | \$ - | | | | \$ 2,000 | \$ 2,000 |
| 42nd Ave/High St Access Improvement (Oakland) | | | | | | |
| 10 | \$ 1,000 | | | | \$ - | \$ 1,000 |
| Route 85/Hesperian Blvd/150th Ave Channelization Improvements (San Leandro) | | | | | | |
| 11 | \$ - | | | | \$ 200 | \$ 200 |
| RIP-TE Payback of TE Capacity to San Mateo County (TBD) | | | | | | |
| 12 | \$ - | | | | \$ 530 | \$ 530 |
| RIP-TE Reserve (Alameda CTC) | | | | | | |
| 13 | \$ 1,000 | | | | | \$ 1,000 |
| RIP-TE I-880 SB HOV Lane Widening Project Landscape/Hardscape at Marina/Davis I/C (Alameda CTC) | | | | | | |
| 14 | \$ 8,000 | \$ - | \$ - | \$ - | \$ 29,030 | \$ 37,030 |
| Totals | | | | | | |

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Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Hank Hauge, Project Controls Team

SUBJECT: **Downtown Oakland Streetscape Improvements (ACTC Project No.604.0)
Approval of Time Extension for Project Specific Funding Agreement No.
2003-02 (Amendment No. 2) Between the Alameda CTC and the City of
Oakland**

Recommendation

It is recommended that the Commission authorize the Executive Director to execute an amendment to the Project Specific Funding Agreement with the City of Oakland for the Downtown Oakland Streetscape Improvements Project (ACTC Project No. 604.0) to extend the termination date until December 31, 2015 to allow for the completion of the construction phase of the project.

Summary

On March 25, 2013, staff received a letter from the City of Oakland (Attachment A) requesting an amendment to the Project Specific Funding Agreement with the Alameda CTC for the Downtown Oakland Streetscape Improvements Project (ACTC Project No. 604.0). The recommended action will allow the City of Oakland, the project sponsor, to complete the final design and construction of the project.

Background

The Streetscape improvements along Broadway, Telegraph Avenue and Washington Street in downtown Oakland will replace existing sidewalks, curbs and gutters and will add pedestrian and transit amenities. The improvements on Broadway between 17th Avenue and 20th Avenue are complete and a portion of the improvements on Telegraph Avenue are complete. The remainder will be constructed after completion of the Basement Backfill and Repair Program (BBRP). The BBRP program will be completed by fall 2014. The repackaging of the design documents and the advertising and award of the remainder of the Telegraph Avenue improvements, the Latham Square and the Old Oakland Streetscape improvements are anticipated in spring 2014. Construction will be completed in summer 2015.

The recommended action will extend the termination date of PSFA No. A003-02 until December 31, 2015.

Fiscal Impacts

Approval of the recommended action is fiscally neutral, as the requested action extends the termination date. The funding for the Downtown Oakland Streetscape Improvements Project has already been allocated and is reflected in the current 2000 Measure B Capital Program FY 2012-13 Strategic Plan Update.

Attachment(s)

Attachment A: City of Oakland letter dated March 25, 2013.



250 FRANK H. OGAWA PLAZA, SUITE 5313 • OAKLAND, CALIFORNIA 94612-2034

Office of Neighborhood Investment

(510) 238-3015
FAX (510) 238-3691

March 25, 2013

Alameda County Transportation Commission
1333 Broadway, Suites 220 and 300
Oakland, CA. 94612

RE: Project Specific Funding Agreement (PSFA – ACTIA 2003-02)

Mr. Hank Hauge:

The City of Oakland would like to request an extension for Project 604.0 - The Downtown Oakland Streetscape Improvement Project.

These projects have been delayed due to deteriorated sub-sidewalk basement structures. The City has made significant progress by establishing a Basement Backfill and Repair Program which has made grants and loans available to property owners in the affected areas. Projects 4A, 4B and 4C are anticipated to go to construction in the Spring and Summer of 2014 and be complete by the middle of 2015.

Based on this schedule and time required to close out reimbursement for these projects, we respectfully request an extension of the Project Specific Funding Agreement (PSFA - ACTIA 2003-02) to December 31, 2015. We appreciate your consideration and are very excited to see these bicycle and pedestrian projects implemented.

A handwritten signature in black ink, appearing to read "G. Durney", with a rectangular box drawn around the end of the signature.

George Durney
City of Oakland
Project Manager
Office of Neighborhood Investment
250 Frank Ogawa Plaza, Suite 5313
Oakland, CA. 94612

cc: Patrick Lane
Jens Hillmer

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Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
James O'Brien, Project Controls Team

**SUBJECT: Westgate Parkway Extension Project (ACTIA 18B)
Allocation of 2000 Measure B Capital Funding**

Recommendation

It is recommended that the Commission approve the following action related to the Westgate Extension Parkway Project (ACTIA No. 18B):

1. Allocation of \$97,000 of 2000 Measure B capital funding from the Programmed Balance for the Westgate Parkway Extension Project (ACTIA NO. 18B).

Summary

The Westgate Parkway Extension Project (ACTIA No. 18B) is one the 27 capital projects included in the 2000 Measure B Expenditure Plan. The project has been split into two stages. The first stage was completed by the City of San Leandro leaving a 2000 Measure B Programmed Balance of \$2.285 million for Stage 2. The City of San Leandro requested the transfer of \$2.188 million from the remaining Programmed Balance for Stage 2 to another project included in the 2000 Measure B Expenditure Plan. The transfer was approved as reflected in the FY 2012/13 Strategic Plan Update, and resulted in an unallocated balance of \$97,000 remaining on the Westgate Parkway Extension Project.

The second phase of the Westgate Parkway Extension has been incorporated into the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane Project, which is currently under construction. The City of San Leandro has committed \$600,000 of the 2000 Measure B commitment for the Westgate Parkway Extension Project to the I-880 Southbound HOV Lane improvements being implemented by the Alameda CTC.

The recommended allocation combined with the previously allocated balance of \$503,000 will result in the entire commitment of \$600,000 being allocated and available for encumbrance and subsequent expenditure by the Alameda CTC.

Discussion

The Westgate Parkway Extension Project began before the I-880 Southbound HOV Lane Project. Stage 1 of the Westgate Parkway Extension did not connect directly with the State Highway System and was able to be implemented independent of the interchange with I-880. The second stage has been coordinated with the I-880 Southbound HOV Lane Project throughout the project development of the HOV Lane Project which began after the approval of the I-Bond funding in 2006. The Alameda CTC has worked cooperatively with the City of San Leandro to incorporate and coordinate the Stage 2 scope, along with other local improvements, with the interchange reconfigurations included in the I-880 Southbound HOV Lane projects.

Fiscal Impact

Approval of the recommended action will result in \$97,000 of 2000 Measure B capital funding being made available for encumbrance and subsequent expenditure. The recommended action is consistent with the 2000 Measure B Allocation Plan approved in the FY 2012/13 Strategic Plan Update.



Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
James O'Brien, Alameda CTC Project Controls Team

SUBJECT: **I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196) - Approval of Amendment to Professional Services Agreement (A99-0003) with PB Americas for Right of Way Closeout Activities and Design Service During Construction**

Recommendations

It is recommended that the Commission approve the following actions related to the I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196):

1. Increase the commitment of 1986 Measure B capital funding to the project by \$250,000; and
2. Authorization for the Executive Director, or designee of the Executive Director, to execute Amendment No. 5 to the professional services agreement with PB Americas (Agreement No. ACTA A99-0003) for additional services related to right of way closeout, design services during construction, and project closeout activities for an additional contract amount not to exceed \$250,000; and to extend the termination date of the agreement to December 31, 2015 to allow for project completion and closeout.

Summary

The I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196) is one the remaining capital projects included in the 1986 Measure B Expenditure Plan. The Measure B project was split into two stages. The first stage, Phase 1A, was the majority of the 1986 Measure B project including the interchange reconfiguration and the mainline widening for the HOV lane. Phase 1A was complete in 2009. Phase 1B consisted of the Mission Boulevard (Route 262) widening and Kato Road ramps reconfiguration which were deferred from the Phase 1A scope. Phase 1B was subsequently combined with the Warren Avenue Grade Separation and Truck Rail Transfer Facility improvements to create the I-880/Mission Boulevard (Route 262) Interchange Completion Project. The Interchange Completion project is being implemented by the VTA as part of their BART to Silicon Valley efforts. Construction on the Interchange Completion Project began during 2012.

Table 1 below summarizes Agreement A99-0003 with PB Americas.

| Table 1: Summary of Agreement No. A99-0003 with PB Americas | | |
|--|-----------------------------|--|
| Description | Amendment Amount | Total Contract Not to Exceed Amount |
| Professional Services Agreement (PSA) with PB Americas for Final Design Services. Dated August 5, 1999 | NA | \$4,000,000 |
| Amendment No. 1 for additional design services (UPRR and Grade Sep). Dated June 28, 2001. | \$ 3,700,000 | \$ 7,700,000 |
| Amendment No. 2 for reduction in design scope (transferred to VTA Team) and addition of \$1M for Phase 1A design services during construction. Dated January 6, 2006. | \$ (300,000) | \$ 7,400,000 |
| Amendment No. 3 for additional design and metric-to-English conversion. Dated July 26, 2007. | \$ 250,000 | \$ 7,650,000 |
| Amendment No. 4 for additional design, coordination, and right of way support activities Dated June 25, 2009. | \$ 440,000 | \$ 8,090,000 |
| Recommended Amendment No. 5 for Phase 1B design services during construction and right of way closeout activities. Effective April 25, 2013 (Proposed) | \$ 250,000 | \$ 8,340,000 |
| Total Proposed Contract Not to Exceed Amount | | \$ 8,340,000 |

Discussion

The widening of Mission Boulevard (Route 262) included in Phase 1B required the replacement of the multiple railroad bridges crossing Mission Boulevard. Coordination with the railroad was a primary consideration related to the decision to defer that portion of the project while Phase 1A proceeded into construction.

Phase 1B was subsequently combined with the Warren Avenue Grade Separation and Truck Rail Transfer Facility improvements to create the I-880/Mission Boulevard (Route 262) Interchange Completion Project. The Interchange Completion project is being implemented by the VTA as part of their BART to Silicon Valley efforts.

In addition to the Phase 1B design related issues being coordinated with the VTA Team, the PB Americas Team has been facilitating activities involving the VTA, City of Fremont and Caltrans related to right of way closeout and utility relocation for the Measure B project. The Alameda CTC has been facilitating the right of way and utility relocation activities using the 1986 Measure B funding committed to the project. The recommended action will allow for the closeout of those transition activities and for design services during construction related to the Phase 1B portion of the Interchange Completion Project.

The budget for the design services during construction is approved on a task-by-task basis. The recommended contract amendment will establish a not to exceed total intended to accommodate the services required throughout the duration of the Interchange Completion Project construction phase currently scheduled for completion by mid-2015.

Fiscal Impact

Approval of the recommended action will authorize the encumbrance and subsequent expenditure of up to \$250,000 of 1986 Measure B capital funding. The recommended action is consistent with the 1986 Measure B commitments approved in the FY 2012/13 Strategic Plan Update.

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Memorandum

DATE: March 27, 2013

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
James O'Brien, Alameda CTC Project Controls Team

SUBJECT: Alameda CTC Semi-Annual Capital Projects Status Update

Recommendations

This item is of information only. No action is requested

Summary

The Semi-Annual Capital Projects Status Update provides information related to the 44 active capital projects being implemented by the Alameda CTC, and/or being funded wholly, or in part, with Measure B Capital funds. The active capital projects are listed in Table A in Attachment A. The list of 44 projects includes 36 Measure B funded capital projects, i.e. projects funded wholly, or in part, with funding from either the 1986 Measure B (ACTA) Capital Program or the 2000 Measure B (ACTIA) Capital Program. Six active capital projects are funded by the 1986 Measure B Capital Program, and 31 projects are funded by the 2000 Measure B Capital Program. One project is funded by both the 1986 and 2000 Measure B Capital Programs (thus the total of 36 Measure B funded individual active projects). The other eight projects included in the 44 are capital projects being implemented by the Alameda CTC using non-Measure B capital funding sources. Table A in Attachment A includes a summary of current project status information including the current project phase, the begin and end dates for construction, the amounts of 1986 and 2000 Measure B funding, and the total project funding.

Table B in Attachment B includes two planning projects funded by the 2000 Measure B Capital Program along with the twelve completed 2000 Measure B capital projects and the 44 active projects for a total of 58 projects. By including the completed projects from the 2000 Measure B Capital Program, Table B in Attachment B accounts for the total of \$756.5 million of 2000 Measure B Capital Program funding commitments to the projects, and sub-projects, funded by the 2000 Measure B Capital Program.

Additional, project-specific, information is available in the Project Fact Sheets which are updated regularly and posted on the Alameda CTC website.

The 44 active capital projects are each included in one of the following four project types as indicated in Table A in Attachment A:

1. Mass Transit (Seven projects);
2. Bicycle and Pedestrian (Three projects);
3. Local Streets & Roads (Seven projects); and
4. Highway (Twenty-seven projects).

The 44 active capital projects are also segregated by whether or not the Alameda CTC is the implementing agency. The Alameda CTC is implementing 27 of the 44 active capital projects shown in Table A. The remaining 17 projects are projects funded by Measure B (1986 MB or 2000 MB) being implemented by other agencies.

Projects Being Implemented by the Alameda CTC

The Alameda CTC is the implementing agency for the following capital projects, or phases of the following capital projects, included in the 44 active capital projects shown in Attachment A. The project type is indicated in parentheses following the project title. The Alameda CTC project number is also shown in parentheses.

1. I-880 to Mission Blvd East-West Connector in Fremont and Union City (LSR)(505.0);
2. Central Alameda County Freeway System Operational Analysis (Highway)(508.0);
3. I-880/Broadway-Jackson Interchange Improvement (Highway)(610.0);
4. I-580 Castro Valley Interchanges Improvements (Highway)(612.0);
5. Route 84 Expressway – North Segment (Highway) (624.1)(I-Bond);
6. Route 84 Expressway – South Segment (Highway) (624.2);
7. Route 84 Expressway – Landscaping (Highway) (624.3);
8. East Bay Greenway (Coliseum BART to 85th Avenue)(Bicycle and Pedestrian)(635.1);
9. I-680 Sunol Express Lane – Southbound (Highway)(710.4);
10. I-880 North Safety and Operational Improvements at 23rd - 29th (Highway)(717.0)(I-Bond);
11. I-580 Corridor Environmental Mitigation (Highway)(720.3);
12. I-580 Eastbound Express Lanes (Highway)(720.4);
13. I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Highway) (720.5)(I-Bond);

14. I-680 Sunol Express Lane – Northbound (Highway)(721.0);
15. I-580 Corridor Right of Way Preservation (Mass Transit)(723.0);
16. I-580 Westbound Express Lane (Highway)(724.1);
17. I-580 Westbound HOV Lane - East Segment (Highway)(724.4)(I-Bond);
18. I-580 Westbound HOV Lane - West Segment (Highway)(724.5)(I-Bond);
19. I-580 Westbound HOV Lane - Landscaping (Highway)(724.6);
20. I-880 Southbound HOV Lane - North Segment (Highway)(730.1)(I-Bond);
21. I-880 Southbound HOV Lane - South Segment (Highway)(730.2)(I-Bond);
22. I-880 Southbound HOV Lane – Landscaping/Hardscaping (Highway)(730.3);
23. Webster Street Smart Corridor (LSR)(740.0);
24. I-80 Gilman (Highway)(765.0);
25. I-680 / I-880 Cross Connector Studies (Highway)(770.0);
26. I-580 San Leandro Landscaping (Highway)(774.0); and
27. I-80 Integrated Corridor Mobility (Highway)(791.0)(I-Bond).

The eight I-Bond funded projects (indicated by “I-Bond” in parentheses) are a very high priority for the Alameda CTC given the stringent nature of the delivery deadlines associated with the I-Bond funding and the commitments made by the Alameda CTC in the baseline agreements required for the I-Bond funding. Construction contracts have been awarded for seven of the eight I-Bond projects being implemented in part by the Alameda CTC. The Alameda CTC took the lead on the project development and right of way phases for the I-Bond projects with most of the construction contracts being administered by Caltrans. The one exception is the I-80 Integrated Corridor Mobility Project, for which the Alameda CTC is administering a portion of the multiple construction phase contracts. The construction contract for the eighth I-Bond project, the I-880 North Safety and Operational Improvements at 23rd - 29th Project, is expected to be awarded by the end of 2013, and is expected to be administered by Caltrans.

Five of the projects listed above are “Study Only,” which implies that the Measure B funds can be expended on studies and project development phases without funding for the capital phases identified. The five Study Only projects are the Central Alameda County Freeway System Operational Analysis; I-880/Broadway-Jackson Interchange Improvement; I-680 Sunol Express Lane – Northbound, I-80 Gilman, and I-680 / I-880 Cross Connector Studies.

The I-680 Sunol Express Lane – Southbound project has transitioned from capital project delivery to operations. The Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) operates the

southbound express lane. The Alameda CTC is a member of the Sunol JPA along with the Santa Clara Valley Transportation Authority (VTA). The Alameda CTC is the managing agency and is currently closing out the capital project.

Measure B Funded Projects Being Implemented by Other Agencies

The following seventeen (17) Measure B funded projects are being implemented by other agencies (the project type is indicated in parenthesis):

1. I-880 / Mission Blvd (Route 262) Interchange Completion (Highway)(501.0);
2. Route 238 / Mission-Foothill-Jackson Corridor Improvement (LSR)(506.0);
3. Castro Valley Local Area Traffic Circulation Improvement (LSR)(509.0);
4. Altamont Commuter Express Rail (Mass Transit)(601.0);
5. BART Warm Springs Extension (Mass Transit)(602.0);
6. BART Oakland Airport Connector (Mass Transit)(603.0);
7. Downtown Oakland Streetscape Improvement (Bicycle Pedestrian)(604.0);
8. Union City Intermodal Station (Mass Transit)(606.0);
9. Telegraph Avenue Corridor Transit Project (Mass Transit)(607.0);
10. Iron Horse Transit Route (Bicycle Pedestrian)(609.0);
11. Leweling / East Leweling Boulevard Widening (LSR)(613.0);
12. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Highway)(615.0);
13. Hesperian Blvd / Leweling Blvd Intersection Improvement (LSR)(617.1);
14. East 14th St / Hesperian Blvd / 150th St Intersection Improvements (LSR)(619.0);
15. I-580 / Isabel Avenue (Route 84) Interchange (Highway)(623.0);
16. Dumbarton Corridor Improvements (Mass Transit)(625.0); and
17. I-580 Corridor / BART to Livermore Studies (Mass Transit)(626.0).

The Measure B funded projects being implemented by other agencies include three projects from the 1986 Measure B. The first three projects on the list above are funded by the 1986 Measure B. The other fourteen (14) projects listed are funded by the 2000 Measure B.

The projects listed above are stand-alone projects being implemented by other agencies that are expected to result in some level of capital construction activity with the exception of the Study Only projects. The I-580 Corridor / BART to Livermore Studies Project and the Dumbarton Corridor Improvements Projects are considered Study Only projects, which allows that Measure B funding can be used for studies and project development without the expectation that the construction capital is

fully funded. The Dumbarton Corridor Improvements Projects has a special requirement from the Expenditure Plan that full funding for the Dumbarton Rail Corridor alternative be identified before Measure B funds can be used for phases beyond preliminary engineering and environmental studies.

The construction of two Measure B funded projects is being integrated with the construction of a larger project with limits that envelop the Measure B funded project limits. The I-880 / Mission Boulevard (Route 262) Interchange Completion project has been integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project being implemented by the VTA, which is currently under construction. The Westgate Parkway Extension – Stage 2 project is the second phase of the Westgate Parkway Extension project included in the 2000 Measure B Capital Program. The first phase was completed in 2006 and the remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane - South Segment, which is currently under construction.

Discussion/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 (the 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, approved in December of 2005, 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, approved in June 2006, 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 (505.0).

The following five projects are still active and have remaining, unexpended commitments of Measure B funding from the 1986 Measure B:

1. I-880/Mission Boulevard (Route 262) Interchange Completion Project (501.0);
2. I-880 to Mission Boulevard East-West Connector Project (505.0);
3. Route 238/Mission-Foothill Corridor Improvement Project in Hayward (506.0);
4. Central Alameda County Freeway System Operational Analysis (507.0); and
5. Castro Valley Local Area Traffic Circulation Improvement Project (509.0).

In addition to the five individual capital projects listed above, there is a sixth commitment of 1986 Measure B capital funds:

6. Program-Wide and Project Closeout Costs (600.0)

The Program-Wide and Project Closeout Costs commitment is a lump sum commitment to miscellaneous costs for multiple projects being closed out. Project closeout costs are typically incurred after the project is perceived as complete by most users of the facility for capital projects, or by users of the information for Study Only projects. The approach of combining the closeout out costs for multiple projects into a single, program-wide commitment simplifies the project controls and budgeting processes. The closeout costs are tracked by individual project as they are incurred. The authority to incur the closeout costs for individual projects is limited by the lump sum commitment of 1986 Measure B capital funding to the Program-Wide and Project Closeout Costs in the annual Strategic Plan Update. The 1986 Measure B commitment to the Program-Wide and Project Closeout Costs line item is reviewed and adopted each year during the Strategic Plan Update process, and is coordinated with the Alameda CTC annual budget process.

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 45 projects or project segments funded by the 2000 Measure B Capital Program as shown in Attachment B.

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 traveling public as quickly as possible. While the downturn in the economy has substantially decreased external funding to many transportation projects and Measure B funding to pass-through programs, it has resulted in one of the most competitive public works bidding environments in decades. The timing of this favorable bidding market has proven to be beneficial to the delivery of the capital program in the form of lower than expected bids. The remaining projects to be delivered face a continuing uncertainty related to outside funding that the previously delivered projects did not experience.

Alameda CTC Active Measure B (1986 and 2000) Capital Project Schedules

The current project construction schedules and total project funding amounts for the 44 active capital projects included in this Update are shown in Table A in Attachment A. The projects can be grouped as follows to provide a sense for the number of projects in the “pipeline to construction” and the estimated value of the projects.

- Nineteen (19) projects with total project costs of more than \$2.56 billion are in the Construction phase;

- Thirteen (13) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$782 million;
- Four (4) are in the Preliminary Engineering/Environmental Studies phase with more than \$384 million of funding;
- Four (4) are in the Scoping phase with more than \$20 million of funding; and
- Four (4) other projects are listed in the Project Closeout phase with total costs of more than \$234 million.

Projects in the Pipeline to Construction

The current phase and scheduled construction dates for each of the 44 active capital projects included in this Update are shown in Table A in Attachment A. The projects can be grouped as follows to provide a sense for the number of projects in the pipeline to construction and where they are in the pipeline.

- Ten (10) projects have construction scheduled to begin in 2013 or later;
- Seven (7) have construction begin and end dates to be determined (shown as “TBD” in Attachment A), including follow on landscaping projects for which the construction phase schedules are dependent on the preceding projects in the corridor being completed, and one corridor environmental mitigation project which includes a variety of mitigation measures and sub-projects; and
- Six (6) projects will not have construction schedules determined (shown as “NA” in Attachment A) because they are Study Only projects (5 projects), or the project does not have a construction phase as is the case for the I-580 Right of Way Preservation project.

Projects Scheduled to Begin Construction during 2013 or Later (8 Projects)

1. East-West Connector in Fremont and Union City (Project No. 505.0) - The Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is proceeding and construction is anticipated to begin by the end of 2014, pending identification of additional funding.

The project cost estimate is \$190 million. Available funding for this project is approximately \$110 million, including \$88 million in 1986 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, and proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway via the LATIP.

2. Telegraph Avenue Corridor Bus Rapid Transit – (Project No. 607.0) – AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the design phase with construction scheduled to begin during 2014.
3. Iron Horse Transit Route (Project No. 609.0) – The project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART Station. The project is currently in the design and right of way phases. Construction is scheduled to begin during 2014.

4. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0) – The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin during 2014.
5. East 14th Street/Hesperian Blvd./150th Street Intersection Improvements(619.0) - The City of San Leandro is the project sponsor. The project is currently in the design/right of way phase. Construction is scheduled to begin in early 2015.
6. Route 84 Expressway – South Segment (624.2) The project is the southern segment of the overall project and funded by a mix of 2000 Measure B Capital Program funding along with local and state funds. The project is currently in the design phase with right of way and utility relocation activities occurring concurrently with design. Construction of the southern segment is scheduled to begin during 2015.
7. East Bay Greenway (Coliseum BART to 85th Avenue) (635.1) - The East Bay Greenway project from the Coliseum BART station to 85th Avenue is a Measure B Bicycle and Pedestrian Grant funded project being implemented by the Alameda CTC. Construction is expected to begin during 2013.
8. I-880 North Safety and Operational Improvements at 23rd/29th Avenues in Oakland (Project No. 717.0) – The I-880/ 23rd-29th project is the one I-Bond funded project not subject to the December 2012 contract award deadline since the I-Bond funding was approved in the Trade Corridor Improvement Fund (TCIF) which has a later deadline. The project is currently scheduled to begin construction by the end of 2013.
9. I-580 Eastbound Express Lane (Project No. 720.4) – The I-580 Eastbound Express Lane project is dependent on the I-580 Eastbound Auxiliary Lane project being constructed in advance to provide the required footprint for the express lane. The express lane project construction schedule is dependent on the schedule for the auxiliary lane project, and whether or not the express lane work, or portions of the work, can be incorporated into the auxiliary lane contract via contract change order.
10. I-580 Westbound Express Lane (Project No. 724.1) – The westbound express lane project is dependent on the I-580 Westbound HOV Lane project being constructed in advance to provide the required footprint for the express lane. The express lane project construction schedule is dependent on the schedule for the auxiliary lane project, and whether or not the express lane work, or portions of the work, can be incorporated into the HOV lane contract via contract change order.

Projects with Construction Schedules To Be Determined

1. Castro Valley Local Area Traffic Circulation Improvement (Project No. 509.0) – The local area circulation project consists of multiple project phases and potentially, multiple projects. The \$5 million total 1986 Measure B funding was put in place by Amendment No. 1 to the 1986 Expenditure Plan. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.
2. Route 84 Expressway – Landscaping (624.3) - The landscaping related to the north and south segments will be a separate project to follow the two other projects. Construction is currently

expected to begin in 2016, but the schedule is dependent on the closeout of the two preceding projects.

3. Dumbarton Corridor Improvements (Project No. 625.0) - The Dumbarton Rail Corridor element of this project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. The project funding plan includes a significant shortfall and the project is currently included in countywide and regional discussions about future funding sources. A phased project approach has been recommended to deliver elements of the project with available funding while the overall shortfall is addressed. The Commission has approved extensions to the Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2015. The Draft EIS/EIR has been updated to reflect current funding and delivery conditions. Near term activities include funding interim bus operations, and corresponding capital improvements, to enhance ridership on the Dumbarton Bridge. A timeframe for construction of the rail project has not been determined at this point.

The Commission allocated funds for a preliminary right of way study related to the acquisition of the right of way required for the rail project. The Alameda CTC is implementing the study which is funded by 2000 Measure B and RM2 funding.

The Commission also allocated 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor.

4. I-580 Corridor Environmental Mitigation (720.3) - The I-580 Corridor Environmental Mitigation project is a separate project established to implement the various mitigation measures required for the capital projects being delivered in the corridor.
5. I-680 Sunol Express Lane - Northbound (Project No. 721.0) – The Commission has allocated 2000 Measure B funding for project development work related to the northbound express lane project. The project is being forwarded into the preliminary engineering and environmental studies phase. A timeframe for construction has not been determined at this point.
6. I-580 Westbound HOV Lane – Landscaping (724.6) - The I-580 Westbound HOV Lane – Landscaping project that will follow the construction of the east and west segments of the I-580 Westbound HOV Lane.
7. I-880 Southbound HOV Lane – Landscaping/Hardscaping (730.3) - I-880 Southbound HOV Lane – Landscaping/Hardscaping project is a separate, follow on project to the I-Bond funded southbound HOV lane project in the cities of Oakland and San Leandro. The construction schedule is dependent on the closeout of the two preceding projects.

Fiscal Impact

There is no fiscal impact; this is an informational item only.

Attachments

- Attachment A: Table A: Summary of Active Capital Projects Current Status and Funding
- Attachment B: Table B: Alameda CTC Active Capital Projects and 2000 Measure B Capital Program Summary

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Attachment A

| Table A: Summary of Active Capital Projects Current Status and Funding | | | | | | | | | | |
|--|--------------------|---|-----------------------|------------------------|--------------------------------|-------------------------|---------------------------------|-----------------|-----------------------------|--|
| Index | AlaCTC Project No. | Project Name | Project Type (Note 1) | Current Phase (Note 2) | Construction Schedule (Note 3) | | Funding (\$ x million) (Note 4) | | | |
| | | | | | Begin | End | 1986 MB (ACTA) | 2000 MB (ACTIA) | Total Funding (All Sources) | |
| 1 | 501.0 | I-880/Mission Blvd (Route 262) Interchange Completion | Hwy | Construction | Jul 2012 | Mar 2015 | 3.5 | 0.0 | 152.2 | |
| 2 | 505.0 | I-880 to Mission Blvd East-West Connector | LSR | Design | Nov 2014 | May 2017 | 88.8 | 0.0 | 195.6 | |
| 3 | 506.0 | Route 238/Mission-Foothill-Jackson Corridor Improvement | LSR | Construction | Jul 2010 | Jul 2013 | 80.0 | 0.0 | 98.0 | |
| 4 | 508.0 | Central Alameda County Freeway System Operational Analysis | Hwy | Scoping | N/A | N/A | 5.0 | 0.0 | 5.7 | |
| 5 | 509.0 | Castro Valley Local Area Traffic Circulation Improvement | LSR | Environmental | TBD | TBD | 5.0 | 0.0 | 5.0 | |
| 6 | 602.0 | BART Warm Springs Extension | MT | Construction | Sep 2009 | Dec 2015 ⁽⁹⁾ | 0.0 | 224.4 | 890.0 | |
| 7 | 603.0 | BART Oakland Airport Connector | MT | Construction | Sep 2010 | Nov 2014 ⁽⁶⁾ | 0.0 | 89.1 | 484.2 | |
| 8 | 604.0 | Downtown Oakland Streetscape Improvement | BP | Construction | Sep 2007 | Jun 2015 | 0.0 | 6.4 | 14.9 | |
| 9 | 606.0 | Union City Intermodal Station | MT | Project Closeout | Jun 2007 | Mar 2012 | 0.0 | 12.6 | 47.0 | |
| 10 | 607.1 | Telegraph Avenue Corridor Transit Project | MT | Design | Jan 2014 | Apr 2016 | 0.0 | 11.5 | 181.1 | |
| 11 | 609.0 | Iron Horse Transit Route | BP | Design | May 2014 | Jun 2015 | 0.0 | 6.3 | 11.2 | |
| 12 | 610.0 | I-880/Broadway-Jackson Interchange Improvements (Study Only) | Hwy | Scoping | N/A | N/A | 0.0 | 8.1 | 11.1 | |
| 13 | 612.0 | I-580/Castro Valley Interchange Improvements (Note 6) | Hwy | Project Closeout | Jun 2008 | Jun 2011 | 15.0 | 11.5 | 33.2 | |
| 14 | 613.0 | Lewelling/East Lewelling Blvd Widening | LSR | Construction | Jul 2009 | Oct 2012 | 0.0 | 13.6 | 31.8 | |
| 15 | 615.0 | Route 92/Clawiter - Whitesell Interchange and Reliever Route | Hwy | Design | Jan 2014 | Oct 2015 | 0.0 | 27.0 | 27.5 | |
| 16 | 617.1 | Hesperian/Lewelling Blvd Intersection Improvement - Stage 2 | LSR | Construction | Jul 2009 | Oct 2012 | 0.0 | 0.2 | 0.2 | |
| 17 | 619.0 | East 14th St/Hesperian Blvd/150th St Intersection Improvement | LSR | Design | Jan 2015 | July 2016 | 0.0 | 3.2 | 5.4 | |
| 18 | 623.0 | Isabel Avenue - Route 84/I-580 Interchange | Hwy | Project Closeout | Jan 2009 | Mar 2012 | 0.0 | 25.1 | 113.2 | |
| 19 | 624.1 | Route 84 Expressway - North Segment | Hwy | Construction | Mar 2012 | Apr 2014 | 0.0 | 20.5 | 36.6 | |
| 20 | 624.2 | Route 84 Expressway - South Segment | Hwy | Design | Feb 2015 | Dec 2016 | 0.0 | 71.9 | 85.4 | |
| 21 | 624.3 | Route 84 Expressway - Landscaping | Hwy | Design | TBD | TBD | 0.0 | 4.0 | 4.0 | |

| Table A: Summary of Active Capital Projects Current Status and Funding | | | | | | | | | |
|--|--------------------|--|-----------------------|------------------------|--------------------------------|----------|---------------------------------|-----------------|-----------------------------|
| Index | AlaCTC Project No. | Project Name | Project Type (Note 1) | Current Phase (Note 2) | Construction Schedule (Note 3) | | Funding (\$ x million) (Note 4) | | |
| | | | | | Begin | End | 1986 MB (ACTA) | 2000 MB (ACTIA) | Total Funding (All Sources) |
| 22 | 625.0 | Dumbarton Corridor Improvements (Study Only) | MT | Environmental | TBD | TBD | 0.0 | 19.4 | 348.7 |
| 23 | 626.0 | I-580 Corridor/BART to Livermore Studies | MT | Environmental | N/A | N/A | 0.0 | 6.7 | 15.3 |
| 24 | 635.1 | East Bay Greenway (Coliseum BART to 85th Avenue) | BP | Construction | May 2013 | Dec 2013 | 0.0 | 0.0 | 3.0 |
| 25 | 710.4 | I-680 Sunol Express Lanes - Southbound | Hwy | Project Closeout | Oct 2008 | Apr 2012 | 0.0 | 19.7 | 41.1 |
| 26 | 717.0 | I-880 North Safety and Operational Improvements at 23rd and 29th | Hwy | Design | Sep 2013 | Sep 2017 | 0.0 | 1.6 | 102.0 |
| 27 | 720.3 | I-580 Corridor Environmental Mitigation | Hwy | Construction | TBD | TBD | 0.0 | 0.0 | 2.3 |
| 28 | 720.4 | I-580 Eastbound Express (HOT) Lanes | Hwy | Design | Oct 2014 | Nov 2015 | 0.0 | 0.0 | 27.2 |
| 29 | 720.5 | I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane | Hwy | Construction | Nov 2012 | Nov 2014 | 0.0 | 0.7 | 41.0 |
| 30 | 721.0 | I-680 Sunol Express Lanes - Northbound (Study Only) | Hwy | Environmental | TBD | TBD | 0.0 | 15.5 | 15.5 |
| 31 | 723.0 | I-580 Corridor Right of Way Preservation | Hwy | Right of Way | N/A | N/A | 0.0 | 3.0 | 118.7 |
| 32 | 724.1 | I-580 Westbound Express (HOT) Lanes | Hwy | Design | Nov 2014 | Nov 2015 | 0.0 | 0.0 | 22.9 |
| 33 | 724.4 | I-580 Westbound HOV Lane - East Segment | Hwy | Construction | Nov 2012 | Nov 2014 | 0.0 | 3.9 | 83.0 |
| 34 | 724.5 | I-580 Westbound HOV Lane - West Segment | Hwy | Construction | Oct 2012 | Nov 2014 | 0.0 | 2.3 | 63.1 |
| 35 | 724.6 | I-580 Westbound HOV Lane - Landscaping | Hwy | Design | TBD | TBD | 0.0 | 0.0 | 0.4 |
| 36 | 725.1 | Altamont Commuter Express Rail | MT | Construction | Various | Various | 0.0 | 13.2 | 474.2 |
| 37 | 730.1 | I-880 Southbound HOV Lane - South Segment | Hwy | Construction | Sep 2012 | Jan 2016 | 0.0 | 1.0 | 64.8 |
| 38 | 730.2 | I-880 Southbound HOV Lane - North Segment | Hwy | Construction | Nov 2012 | Jan 2015 | 0.0 | 0.2 | 37.8 |
| 39 | 730.3 | I-880 Southbound HOV Lane Landscaping/Hardscaping | Hwy | Design | TBD | TBD | 0.0 | 0.1 | 1.4 |
| 40 | 740.0 | Webster Street SMART Corridor | LSR | Construction | Sep 2012 | Jun 2013 | 0.0 | 0.0 | 1.7 |
| 41 | 765.0 | I-80 Gilman (Study Only) | Hwy | Scoping | N/A | N/A | 0.0 | 0.0 | 1.4 |
| 42 | 770.0 | I-680/I-880 Cross Connector Studies | Hwy | Scoping | N/A | N/A | 0.0 | 1.2 | 2.5 |

Table A: Summary of Active Capital Projects Current Status and Funding

| Index | AlaCTC Project No. | Project Name | Project Type (Note 1) | Current Phase (Note 2) | Construction Schedule (Note 3) | | Funding (\$ x million) (Note 4) | | |
|---------------|--------------------|---|-----------------------|------------------------|--------------------------------|----------|---------------------------------|-----------------|-----------------------------|
| | | | | | Begin | End | 1986 MB (ACTA) | 2000 MB (ACTIA) | Total Funding (All Sources) |
| 43 | 774.1 | I-580 San Leandro Landscaping | Hwy | Construction | Jul 2012 | Jun 2013 | 0.0 | 0.0 | 0.4 |
| 44 | 791.0 | I-80 Integrated Corridor Mobility Project | Hwy | Construction | Jun 2011 | Dec 2014 | 0.0 | 2.8 | 80.0 |
| TOTALS | | | | | | | \$ 197.3 | \$ 626.7 | \$ 3,981.6 |

Notes:

1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
2. The current phase shown is based on available information as of March 2013. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.
3. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
4. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.
5. End Construction dates for BART capital projects reflect the point at which revenue service is estimated to begin.
6. Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.

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Attachment B

| Table B: Alameda CTC Active Capital Projects and 2000 Measure B Capital Program Summary | | | | | | | | | | | |
|---|--------------------|---|---|-----------------|---------|-------|----------|-------|-------|-------|-----------------------------|
| Index | AlaCTC Project No. | Project Name | Project Funding Sources (\$ x million) (Note 1) | | | | | | | | Total Funding (All Sources) |
| | | | 1986 MB (ACTA) | 2000 MB (ACTIA) | Federal | State | Regional | Local | Other | | |
| 1 | 501.0 | I-880/Mission Blvd (Route 262) Interchange Completion | 3.5 | 0.0 | 3.8 | 64.3 | 0.0 | 23.3 | 57.3 | 152.2 | |
| 2 | 505.0 | I-880 to Mission Blvd East-West Connector | 88.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21.0 | 85.8 | 195.6 | |
| 3 | 506.0 | Route 238/Mission-Foothill-Jackson Corridor Improvement | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.0 | 0.0 | 98.0 | |
| 4 | 508.0 | Central Alameda County Freeway System Operational Analysis | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 5.7 | |
| 5 | 509.0 | Castro Valley Local Area Traffic Circulation Improvement | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | |
| 6 | 602.0 | BART Warm Springs Extension | 0.0 | 224.4 | 0.0 | 295.4 | 321.0 | 49.2 | 0.0 | 890.0 | |
| 7 | 603.0 | BART Oakland Airport Connector | 0.0 | 89.1 | 130.7 | 78.9 | 146.2 | 39.3 | 0.0 | 484.2 | |
| 8 | 604.0 | Downtown Oakland Streetscape Improvement | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 | 14.9 | |
| 9 | 606.0 | Union City Intermodal Station | 0.0 | 12.6 | 20.4 | 7.7 | 0.0 | 6.3 | 0.0 | 47.0 | |
| 10 | 607.1 | Telegraph Avenue Corridor Transit Project | 0.0 | 11.5 | 78.2 | 44.4 | 45.5 | 0.3 | 1.2 | 181.1 | |
| 11 | 609.0 | Iron Horse Transit Route | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 4.9 | 0.0 | 11.2 | |
| 12 | 610.0 | I-880/Broadway-Jackson Interchange Improvements (Study Only) | 0.0 | 8.1 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 11.1 | |
| 13 | 612.0 | I-580/Castro Valley Interchange Improvements (Note 5) | 15.0 | 11.5 | 1.9 | 4.8 | 0.0 | 0.0 | 0.0 | 33.2 | |
| 14 | 613.0 | Lewelling/East Lewelling Blvd Widening | 0.0 | 13.6 | 0.0 | 4.3 | 0.0 | 13.8 | 0.1 | 31.8 | |
| 15 | 615.0 | Route 92/Clawiter - Whitesell Interchange and Reliever Route | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 27.5 | |
| 16 | 617.1 | Hesperian/Lewelling Blvd Intersection Improvement - Stage 2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | |
| 17 | 619.0 | East 14th St/Hesperian Blvd/150th St Intersection Improvement | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 5.4 | |
| 18 | 623.0 | Isabel Avenue - Route 84/I-580 Interchange | 0.0 | 25.1 | 11.3 | 44.4 | 0.0 | 32.4 | 0.0 | 113.2 | |
| 19 | 624.1 | Route 84 Expressway - North Segment | 0.0 | 20.5 | 0.0 | 16.1 | 0.0 | 0.0 | 0.0 | 36.6 | |
| 20 | 624.2 | Route 84 Expressway - South Segment | 0.0 | 71.9 | 0.0 | 0.0 | 0.0 | 10.0 | 3.5 | 85.4 | |
| 21 | 624.3 | Route 84 Expressway - Landscaping | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | |
| 22 | 625.0 | Dumbarton Corridor Improvements (Study Only) | 0.0 | 19.4 | 0.0 | 144.0 | 44.1 | 141.2 | 0.0 | 348.7 | |

| Table B: Alameda CTC Active Capital Projects and 2000 Measure B Capital Program Summary | | | | | | | | | | | |
|---|--------------------|--|---|-----------------|---------|-------|----------|-------|-------|-----|-----------------------------|
| Index | AlaCTC Project No. | Project Name | Project Funding Sources (\$ x million) (Note 1) | | | | | | | | Total Funding (All Sources) |
| | | | 1986 MB (ACTA) | 2000 MB (ACTIA) | Federal | State | Regional | Local | Other | | |
| 23 | 626.0 | I-580 Corridor/BART to Livermore Studies | 0.0 | 6.7 | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 0.0 | 15.3 |
| 24 | 627.4 | CWTP/TEP Development (Study Only) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 25 | 627.5 | Studies for Congested Segments/Locations on the CMP Network | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 |
| 26 | 635.1 | East Bay Greenway (Coliseum BART to 85th Avenue) | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 3.0 |
| 27 | 710.4 | I-680 Sunol Express Lanes - Southbound | 0.0 | 19.7 | 5.4 | 8.0 | 0.0 | 0.0 | 8.0 | 0.0 | 41.1 |
| 28 | 717.0 | I-880 North Safety and Operational Improvements at 23rd and 29th | 0.0 | 1.6 | 1.8 | 85.1 | 10.0 | 3.4 | 0.1 | 0.0 | 102.0 |
| 29 | 720.3 | I-580 Corridor Environmental Mitigation | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 |
| 30 | 720.4 | I-580 Eastbound Express (HOT) Lanes | 0.0 | 0.0 | 7.5 | 4.0 | 4.1 | 1.4 | 10.3 | 0.0 | 27.2 |
| 31 | 720.5 | I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane | 0.0 | 0.7 | 0.2 | 25.1 | 6.4 | 1.6 | 6.9 | 0.0 | 41.0 |
| 32 | 721.0 | I-680 Sunol Express Lanes - Northbound (Study Only) | 0.0 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.5 |
| 33 | 723.0 | I-580 Corridor Right of Way Preservation | 0.0 | 3.0 | 0.0 | 4.7 | 111.0 | 0.0 | 0.0 | 0.0 | 118.7 |
| 34 | 724.1 | I-580 Westbound Express (HOT) Lanes | 0.0 | 0.0 | 1.0 | 2.0 | 0.0 | 3.4 | 16.5 | 0.0 | 22.9 |
| 35 | 724.4 | I-580 Westbound HOV Lane - East Segment | 0.0 | 3.9 | 6.3 | 62.9 | 9.0 | 0.8 | 0.1 | 0.0 | 83.0 |
| 36 | 724.5 | I-580 Westbound HOV Lane - West Segment | 0.0 | 2.3 | 0.1 | 52.6 | 7.6 | 0.5 | 0.0 | 0.0 | 63.1 |
| 37 | 724.6 | I-580 Westbound HOV Lane - Landscaping | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.4 |
| 38 | 725.1 | Altamont Commuter Express Rail | 0.0 | 13.2 | 123.1 | 155.3 | 0.0 | 182.6 | 0.0 | 0.0 | 474.2 |
| 39 | 730.1 | I-880 Southbound HOV Lane - South Segment | 0.0 | 1.0 | 4.2 | 52.8 | 0.0 | 6.8 | 0.0 | 0.0 | 64.8 |
| 40 | 730.2 | I-880 Southbound HOV Lane - North Segment | 0.0 | 0.2 | 3.6 | 29.8 | 0.0 | 4.2 | 0.0 | 0.0 | 37.8 |
| 41 | 730.3 | I-880 Southbound HOV Lane Landscaping/Hardscaping | 0.0 | 0.1 | 0.5 | 0.4 | 0.0 | 0.4 | 0.0 | 0.0 | 1.4 |
| 42 | 740.0 | Webster Street SMART Corridor | 0.0 | 0.0 | 0.6 | 0.0 | 1.0 | 0.1 | 0.0 | 0.0 | 1.7 |
| 43 | 765.0 | I-80 Gilman (Study Only) | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 1.4 |
| 44 | 770.0 | I-680/I-880 Cross Connector Studies | 0.0 | 1.2 | 0.0 | 1.0 | 0.0 | 0.3 | 0.0 | 0.0 | 2.5 |

Attachment B

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|---|--------------------|---|---|-----------------|-----------------|-------------------|-----------------|-----------------|-----------------|-------------------|-----------------------------|-------|
| Index | AlaCTC Project No. | Project Name | Project Funding Sources (\$ x million) (Note 1) | | | | | | | | Total Funding (All Sources) | |
| | | | 1986 MB (ACTA) | 2000 MB (ACTA) | Federal | State | Regional | Local | Other | | | |
| 45 | 774.1 | I-580 San Leandro Landscaping | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| 46 | 791.0 | I-80 Integrated Corridor Mobility Project | 0.0 | 2.8 | 3.2 | 67.6 | 1.2 | | 5.2 | 0.0 | 0.0 | 80.0 |
| 47 | Complete | Fruitvale Transit Village | 0.0 | 4.4 | 0.0 | 7.7 | 0.0 | | 1.4 | 0.0 | 0.0 | 13.5 |
| 48 | Complete | San Pablo Avenue Corridor Transit Improvement Project | 0.0 | 2.3 | 95.1 | 52.7 | 50.2 | | 0.0 | 24.2 | | 224.5 |
| 49 | Complete | Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service | 0.0 | 10.7 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 10.7 |
| 50 | Complete | I-880/Washington Avenue Interchange Improvement | 0.0 | 1.3 | 0.5 | 0.0 | 0.0 | | 1.4 | 0.0 | 0.0 | 3.2 |
| 51 | Complete | I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road) | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 1.8 |
| 52 | Complete | I-580 EB Auxiliary Lane (El Charro Road to Airway Blvd) | 0.0 | 7.8 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 7.8 |
| 53 | Complete | Oakland Local Streets Rehabilitation | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 5.3 |
| 54 | Complete | Hesperian/Lewelling Blvd Intersection Improvement - Stage 1 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | | 0.1 | 0.0 | 0.0 | 0.7 |
| 55 | Complete | Westgate Parkway Extension - Stage 1 | 0.0 | 7.9 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 7.9 |
| 56 | Complete | Newark Local Streets Rehabilitation | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | | 4.1 | 0.0 | 0.0 | 5.5 |
| 57 | Complete | I-238 Widening | 0.0 | 81.0 | 18.3 | 29.2 | 0.0 | | 3.3 | 0.0 | 0.0 | 131.8 |
| 58 | Complete | Vasco Road Safety Improvements | 0.0 | 1.5 | 4.7 | 12.2 | 0.0 | | 4.0 | 0.0 | 0.0 | 22.4 |
| TOTALS | | | \$ 197.3 | \$ 756.5 | \$ 525.0 | \$ 1,360.4 | \$ 768.5 | \$ 606.8 | \$ 205.9 | \$ 4,420.5 | | |

Notes:
 1. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.

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