



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

**PROGRAMS AND PROJECTS COMMITTEE**

**MEETING NOTICE**

**Monday, April 11, 2011, 12:15 P.M.**

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

**Commission Chair**

Mark Green, Mayor – Union City

**Commission Vice Chair**

Scott Haggerty, Supervisor – District 1

**AC Transit**

Greg Harper, Director

**Alameda County**

Supervisors

Nadia Lockyer – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

**BART**

Thomas Blalock, Director

**City of Alameda**

Beverly Johnson, Councilmember

**City of Albany**

Farid Javandel, Mayor

**City of Berkeley**

Laurie Capitelli, Councilmember

**City of Dublin**

Tim Sbranti, Mayor

**City of Emeryville**

Ruth Atkin, Councilmember

**City of Fremont**

Suzanne Chan, Vice Mayor

**City of Hayward**

Olden Henson, Councilmember

**City of Livermore**

Marshall Kamena, Mayor

**City of Newark**

Luis Freitas, Vice Mayor

**City of Oakland**

Councilmembers

Larry Reid

Rebecca Kaplan

**City of Piedmont**

John Chiang, Vice Mayor

**City of Pleasanton**

Jennifer Hosterman, Mayor

**City of San Leandro**

Joyce R. Starosciak, Councilmember

**Executive Director**

Arthur L. Dao

**Chair:**

Mayor Mark Green

**Vice Chair:**

Supervisor Scott Haggerty

**Members:**

Supervisor Nate Miley

Mayor Tim Sbranti

Councilmember Larry Reid

Vice Mayor Luis Freitas

Mayor Farid Javandel

Councilmember Ruth Atkin

Vice Mayor Suzanne Chan

**Staff Liaisons:**

Matt Todd

Ray Akkawi

**Executive Director:** Arthur L. Dao

**Clerk of the Commission:** Gladys V. Parmelee

**AGENDA**

*Copies of Individual Agenda Items are Available on the:*  
*Alameda CTC Website -- [www.AlamedaCTC.org](http://www.AlamedaCTC.org)*

**1 Public Comment**

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. 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 handing 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.

**2 Consent Calendar**

2A. [Minutes of March 14, 2011](#) – page 1

A

**3 Programs**

3A. [Approval of Draft FY 11/12 Measure B Strategic Plan Assumptions](#) – page 7

A

3B. [Approval of Vehicle Registration Fee Program Principles](#) – page 11

A

- 3C. [Approval of Draft FY 2011/12 TFCA Program – page 25](#) A
- 3D. [Approval of Gap Grant Funding and Grant Extensions – page 29](#) A
- 3E. [Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County – page 35](#) A
- 3F. [Approval of Resolution 11-008 Authorizing the Execution of Various Funding Agreements – page 41](#) A
- 3G. [Approval to Execute Master Agreement with California Highway Patrol – page 45](#) A
- 3H. [Review of Sustainable Community Strategy \(SCS\)/Regional Transportation Plan \(RTP\) and Countywide Transportation Plan \(CWTP\)/Transportation Expenditure Plan \(TEP\) - Call for Projects and Programs Update – page 59](#) I

#### **4 Projects**

- 4A. [Acceptance of Semi-Annual Measure B Capital Projects Status Update and Approval of Funding Plans – page 71](#) A
- 4B. [Acceptance of Semi-Annual ACCMA Capital Projects Status Update and Approval of Funding Plans – page 97](#) A
- 4C. Project Delivery Plans
  - 4C.1. [Approval of Project Delivery Plan for I-680 Northbound HOV/Express Lane Project \(ACTIA No. 8\); and Allocation of Measure B funds for Preliminary Engineering/Environmental Phase – page 113](#) A
  - 4C.2. [Approval of Project Delivery Plan for I-580 Westbound HOV/Express Lane Project and Authorize Staff to Issue an RFP for a System Manager – page 125](#) A
- 4D. Extension of Contracts
  - 4D.1. [Approval of Amendment No. 1 to the Electronic Toll System Development and Implementation Contract with Electronic Transactions Consultants Corporation, to extend Contract Expiration Date for the Southbound I-680 HOV/Express Lane Project – page 135](#) A
  - 4D.2. [Approval of Amendment No. 2 to the Center to Center Program Communications Hub for the Tri-Valley SMART Corridor Project \(C2C\) with DKS Associates, to extend Contract Expiration Date – Page 137](#) A
  - 4D.3. [Approval of Amendment No. 4 to the I-680 Smart Carpool Lane Public Education and Marketing with Solem & Associates, to extend Contract Expiration Date – page 139](#) A

- 4D.4 [Approval of Amendment No. 2 to the Contract with BKF Engineers, Inc. to Prepare a PSR/PR for the I-880/Marina Blvd. Interchange Improvements Project to Extend the Expiration Date – page 141](#) A
- 4E. [Approval of Authorization to Award Construction Contract for I-80 ICM Project – Traffic Operarotios System Project No. 3 – page 143](#) A
- 4F. [Approval of CMA TIP funds to supplement budget for the I-880 Southbound HOV Lane Project – page 147](#) A
- 4G. [Approval of Authorization to Negotiate a System Manager Services Contract And Amend the Design Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and the Traffic Operations Systems Project No. 3 of the I-80 Integrated Corridor Mobility Project – page 149](#) A
- 4H. [Approval of Consultant Team Selected to Provide Project Controls and Project Delivery Management Services and Authorization to Negotiate and Execute a Contract – page 151](#) A

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

## **7 Adjournment/Next Meeting: May 9, 2011**

Key: A- Action Item; I – Information Item

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

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



**PROGRAMS AND PROJECTS COMMITTEE**  
MINUTES OF MARCH 14, 2011  
OAKLAND, CALIFORNIA

The meeting was convened by Mayor Green at 12:30 p.m.

**1. Public Comment**

There was no public comment.

**2 Consent Calendar**

**2A. Minutes of January 10, 2010**

Vice Mayor Freitas moved for the approval of the consent calendar; Supervisor Haggerty made a second. The motion passed 9-0.

**3A. Approval of One Year Extension of Project Monitoring Contract with Advance Project Delivery Inc. (APDI)**

Matt Todd requested the Committee to recommend that the Commission approve a one (1) year extension, FY 2011/12, of the contract with Advance Project Delivery Inc. for Project Monitoring and Programming Assistance Services for projects programmed with various State, Federal, TFCA and CMA TIP funds and to authorize the Executive Director to execute any required agreements, not to exceed \$150,000. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Javandel. The motion passed 9-0.

**3B. Approval of Certifications and Assurances for the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program**

Vivek Bhat requested the Committee to recommend that the Commission adopt Resolution 11-007 which (1) authorizes the execution of Certification and Assurances documents for the PTMISEA Bond Program; and (2) appoints the Executive Director or designee as the Alameda CTC's authorized agent to execute the Certification and Assurances, grant applications, funding agreements, reports, or any other documents necessary for project funding and PTMISEA program compliance. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Councilmember Reid. The motion passed 9-0.

**3C. Transportation Fund for Clean Air (TFCA) Program**

**3C.1 Approval of Alameda CTC TFCA Program Guidelines**

Jacki Taylor requested the Committee to recommend that the Commission approve the Alameda CTC TFCA Program Guidelines for FY 2011/12. A motion to approve staff recommendation was made by Councilmember Atkin; a second was made by Mayor Javandel. The motion passed 9-0.

**3C.2 Approval Alameda CTC TFCA Program FY 2011/12 Expenditure Plan**

Jacki Taylor requested the Committee to recommend that the Commission adopt Resolution 11-006, regarding the submittal of the FY 2011/12 TFCA County Program Manager Funds

Expenditure Plan Application to the Bay Area Air Quality Management District. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Sbranti. The motion passed 9-0.

### **3C.3 Review of Summary of the TFCA Applications Received for FY 2011/12 Program**

Jacki Taylor presented a summary of the TFCA applications received for FY 2011/12 Program. There were fourteen applications for a total request of \$1,864,799. This item was for information only.

### **3D. Review of Vehicle Registration (VRF) Fee Program Status**

Matt Todd stated that Measure F Alameda County VRF Program was approved by the voters on November 2, 2010, with 63% of the vote. The fee will generate about \$11 million per year. He discussed the proposed programming schedule for Measure F – VRF Program. He said that the Draft Strategic Plan and Guidelines will be presented in April, and the Final Strategic Plan and Guidelines will be presented in May. Both presentations will be made to Committees and the Commission. In June 2011 there will release call for projects (if required). The Draft Program, and the Final Program, will be presented to the Committees and the Commission in July and September, respectively. The agreements will be executed by Fall 2011. This item was for information only.

### **3E. Review of Call for Projects and Programs for the Regional and Countywide Transportation Plans**

Tess Lengyel requested the Committee to review and give feedback on a preliminary summary list of program types that could be submitted to MTC, and on the status of sponsorship and potential advancement of certain projects into the Regional Transportation Plan (RTP), which are in the currently adopted 2008 Countywide Transportation Plan. She said that the MTC-directed Call for Projects for the RTP and development of the SCS was released to Bay Area Congestion Management Agencies (CMA) on February 14, 2011 and delegated outreach, review and evaluation requirements to the CMAs. The Alameda CTC process for implementing the call for projects and programs was approved by the Commission on February 21, 2011, and the Call was released in Alameda County immediately thereafter. MTC's on-line application for project and program submissions became available on March 1, 2011.

## **4 Projects/Programs**

### **4A. Approval of Deadline Extension for Environmental Clearance and/or Full Funding for Two Specific Capital Projects in the Measure B Transportation Sales Tax Program: Route 92/Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15); and Dumbarton Rail Corridor (ACTIA 25)**

James O'Brien requested the Committee to recommend that the Commission approve the extensions to the deadlines for two capital projects in the ACTIA Measure B Transportation Sales Tax Program as follows: (1) Route 92/Clawiter-Whitesell Interchanges Improvements (ACTIA 15) --- 3-month extension for the environmental approvals deadline from March 31, 2011 to June 30, 2011; and (2) Dumbarton Rail Corridor Project (ACTIA 25) – two one-year extensions for both the environmental approvals and full funding deadlines from March 31, 2011 to March 31, 2013 . A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Councilmember Reid. The motion passed 8-0.

**4B. Approval of CMA TIP funding for the East Bay SMART Corridor**

John Hemiup requested the Committee to recommend that the Commission approve the advancement of \$400,000 in CMA TIP funding for the Operations and Maintenance (O&M) of the East Bay SMART Corridors Program, to be paid back from the future Vehicle Registration Fee (VRF) revenue, subject to approval of VRF funding to be adopted by the Commission in the future. A motion to approve staff recommendation was made by Mayor Javandel; a second was made by Mayor Green. The motion passed 9-0.

**4C. Approval of Right of Way Transfer from ACTIA to Caltrans for ACTIA 12 - I580/Castro Valley Interchanges Improvements Project**

James O'Brien requested the Committee to recommend that the Commission: (1) approve the transfer of right of way that was acquired in the name of ACTIA for the construction of the I-580/Castro Valley Interchanges Improvements project (ACTIA 12) to Caltrans; and (2) authorize the Executive Director to sign the appropriate Grant Deed which will serve as the document to be recorded to validate the transfer. He said that the property to be transferred is limited to property acquired by ACTIA and incorporated into the State Highway System operating right of way. A motion to approve staff recommendation was made by Supervisor Miley; a second was made by Mayor Green. The motion passed 9-0.

**4D. Approval of Countywide Safe Routes to Schools (SR2S) Program Scope of Services and RFP Implementation Timeline**

Tess Lengyel requested the Committee to recommend that the Commission approve the scope of services for inclusion in the Countywide SR2S Program Request for Proposals. She discussed the revised implementation timeline and the requirements of the RFP. Issues raised by the Committee during the discussion were: (a) Are there options for funding crossing guards; (b) How can the lessons learned be used in the RFP; and (c) What point system will be used in evaluating the proposals. Nora Cody of Transform, made a public comment. She said since there are limited funds, smaller number of schools should be considered in order to make the program stronger. She also suggested that funding crossing guards be added to the program. Supervisor Miley agreed to focus on fewer schools. Mayor Green suggested the consideration of VRF funds. A motion to approve staff recommendation was made by Mayor Green; a second was made by Supervisor Miley. The motion passed 9-0.

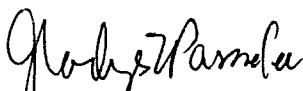
**5 Staff and Committee Member Reports**

There were no reports.

**6 Adjournment/Next Meeting: April 11, 2011**

Chair Green adjourned the meeting at 1:35 p.m. The next meeting is on April 11, 2011.

**Attest by:**



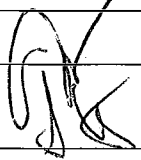

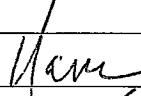
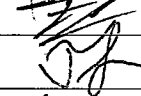
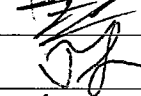
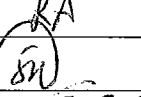
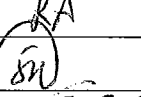
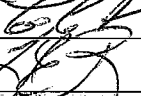
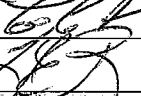
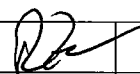
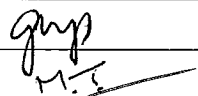
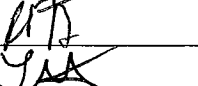
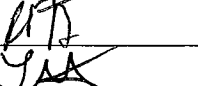
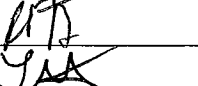
**Gladys V. Parmelee**  
Clerk of the Commission

**PROGRAMS AND PROJECTS COMMITTEE MEETING****ROSTER OF MEETING ATTENDANCE**

February 14, 2011

12:15 p.m.

1333 Broadway, Suite 300, Oakland, CA 94612

| <b>BOARD MEMBERS</b>  | <b>Initials</b>   | <b>ALTERNATES</b>  | <b>Initials</b> |
|---|---|--|-----------------|
| <b>Chair :</b> Mark Green – City of Union City                    |    | Emily Duncan – City of Union City  |                 |
| <b>Vice Chair:</b> Scott Haggerty – Alameda County, District 1    |    | Bill Harrison – City of Fremont  |                 |
| <b>Members:</b>   |   |  |                 |
| Nate Miley – Alameda County, District 2                           |    |  |                 |
| Farid Javandel – City of Albany                                   |   | Peggy Thomsen – City of Albany   |                 |
| Tim Sbranti – City of Dublin                                      |   | Don Biddle – City of Dublin  |                 |
| Ruth Atkin – City of Emeryville                                   |  | Kurt Brinkman – City of Emeryville   |                 |
| Suzanne Chan – City of Fremont                                    |  | Bill Harrison – City of Fremont  |                 |
| Luis Freitas – City of Newark                                     |  | Alberto Huezo – City of Newark   |                 |
| Larry Reid – City of Oakland                                      |  | Patricia Kernighan – City of Oakland   |                 |
|   |   |  |                 |
| <b>LEGAL COUNSEL</b>  |   |  |                 |
| Zack Wasserman – WRBD   |  |  |                 |
| Neal Parish – WRBD  |   |  |                 |
| Geoffrey Gibbs - GLG  |   |  |                 |
|   |   |  |                 |
| <b>STAFF</b>  |   |  |                 |
| Arthur L. Dao – Executive Director                                |   |  |                 |
| Gladys Parmelee – Executive Assistant and Clerk of the Commission |   |  |                 |
| Matt Todd - Manager of Programming                                |   |  |                 |
| Ray Akkawi – Manager of Project Delivery                          |   |  |                 |
| Libby Hendrickson – Administrative Assistant II                   |   |  |                 |

| STAFF  | Initials  | STAFF                                      | Initials   |
|--|-----------|--|------------|
| Patricia Reavey - Director of Finance                |           | Anees Azad - Manager of Finance & Admin.   |            |
| Tess Lengyel - Programs & Public Affairs Manager     |           | Beth Walukas - Manager of Planning         |            |
| Yvonne Chan - Accounting Manager                     |           | Cyrus Minoofar - Manager of ITS            |            |
| Bijan Yarjani - Senior Transportation Engineer       |           | Christina Muller - Administrative Manager  |            |
| Steve Haas - Senior Transportation Engineer          |           | Lei Lam - Senior Accountant                |            |
| John Hemiup - Senior Transportation Engineer         | <i>JH</i> | Arun Goel - Associate Transportation Engr. | <i>AKG</i> |
| Saravana Suthanthira - Senior Transportation Planner |           | Linda Adams - Executive Assistant          |            |
| Diane Stark - Senior Transportation Planner          |           | Liz Brazil - Contracts Administrator       |            |
| Vivek Bhat - Senior Transportation Engineer.         | <i>VB</i> | Jacki Taylor - Programming Liaison         | <i>JT</i>  |
| Claudia Leyva - Administrative Assistant III         |           | Laurel Poeton - Engineering Assistant      |            |
| Vicki Winn - Administrative Assistant III            |           |  |            |
| Frank R. Furger - Executive Director, I-680 JPA      |           | James O'Brien                              | <i>JO</i>  |

| NAME                       | JURISDICTION/<br>ORGANIZATION | PHONE #             | E-MAIL                           |
|----------------------------|-------------------------------|---------------------|----------------------------------|
| 1. <i>Stefan Garcia</i>    | <i>ACTIA PCT</i>              | <i>208-7474</i>     |                                  |
| 2. <i>Nora Cody</i>        | <i>Transform</i>              | <i>740-3150</i>     | <i>nora@transformca.org</i>      |
| 3. <i>Pat Messburg</i>     | <i>Oak/Larry Reiel</i>        | <i>238-7573</i>     | <i>pmessburg@oaklandnet.com</i>  |
| 4. <i>Betty Mulholland</i> | <i>PAPCO</i>                  |                     |                                  |
| 5. <i>Sharon Powers</i>    | <i>PAPCO</i>                  | <i>979 9660</i>     |                                  |
| 6. <i>Laura Wolfgarm</i>   | <i>Jacobs</i>                 | <i>510-457-0043</i> | <i>laura.wolfgarm@jacobs.com</i> |
| 7.                         |                               |                     |                                  |
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## Memorandum

**DATE:** April 4, 2011

**TO:** Programs and Projects Committee

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

**SUBJECT:** Approval of Draft FY 2011/12 Measure B Strategic Plan Assumptions

### Recommendation

It is recommended that the Commission approve the assumptions described below to be incorporated into the Draft FY 2011/12 Measure B Strategic Plan Update.

### Summary

The FY 2011/12 Measure B Strategic Plan will be the first update to combine the 1986 Measure B Capital Projects Program with the 2000 Measure B Capital Projects 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 Measures. The assumptions related to the FY 2011/12 Measure B Strategic Plan Update are described below and segregated by whether or not they apply to both Capital Programs, only the 1986 Program, or only the 2000 Program.

### Discussion or Background

The annual Strategic Plan updates for the Alameda County Transportation Authority (ACTA) and the Alameda County Transportation Improvement Authority (ACTIA) have been prepared independent of one another in previous years. The FY 2011/12 Strategic Plan Update (FY11/12 SPU) will be the first update to combine the capital programs from both following the merger of the two authorities during 2010. While the merger of ACTA into ACTIA has combined the two agencies into one, the two capital programs must each 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 FY11/12 SPU are divided into three categories:

1. Assumptions pertaining to both the ACTA and ACTIA Capital Programs;
2. Assumptions pertaining only to the ACTA Capital Program; and
3. Assumptions pertaining only to the ACTIA Capital Program.

Assumptions pertaining to both the ACTA and ACTIA Capital Programs

The following assumptions will be incorporated into the FY11/12 SPU for both the ACTA and ACTIA Capital Programs:

1. The financial accounts and Measure B commitments for both the ACTA and ACTIA Capital Programs will be kept independent for the purposes of the FY11/12 SPU;
2. The beginning cash balance for FY 2011/12 will be based on the current FY 2010/11 annual budget at the time the FY11/12 SPU is prepared;
3. The sales tax revenue assumptions for the current fiscal year, i.e. FY 2010/11, and the upcoming fiscal year, i.e. FY 2011/12 will be based on the current FY 2010/11 annual budget and the initial FY 2011/12 annual budget at the time the FY11/12 SPU is prepared;
4. The interest revenue assumptions for the current fiscal year, i.e. FY 2010/11, and the upcoming fiscal year, i.e. FY 2011/12 will be based on the current FY 2010/11 annual budget and the initial FY 2011/12 annual budget at the time the FY11/12 SPU is prepared;
5. The interest revenue assumptions for future years beyond FY 2011/12 will be 2% per annum or less;
6. The assumptions related to the timing of the need for Measure B funds for each capital project will be based on existing encumbrances of Measure B funds and the most current information available from the project sponsors related to the project status and schedule;
7. 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;
8. 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; and
9. Any future advances or exchanges involving Measure B 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 ACTA Capital Program

The following assumptions will be incorporated into the FY11/12 SPU for the ACTA Capital Program:

1. The commitment of Measure B funds to the remaining capital projects will maintain the commitments approved in the FY 2009/10 Strategic Plan adjusted to reflect current project status;
2. The Measure B commitments to capital projects that have begun a fully funded construction phase since the FY 2009/10 Strategic Plan will be adjusted to reflect the construction phase funding plan

and 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 Capital Projects Reserve;

3. The Measure B commitments to capital projects that have closed out the final project phase, typically construction except for “Study Only” projects, with Measure B funds remaining will be adjusted to reflect the costs savings and any surplus Measure B funds will be reassigned to the Capital Projects Reserve;
4. The Capital Projects Reserve will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified; and
5. The Local Match requirements prescribed by Measure B for individual capital projects will remain in effect.

Assumptions pertaining only to the ACTIA Capital Program

The following assumptions will be incorporated into the FY11/12 SPU for the ACTIA Capital Program:

1. The ending FY 2010/11 Measure B Programmed Balance for each capital project will be derived by deducting any amounts allocated during the current fiscal year, FY 2010/11, from the FY 2010/11 beginning Measure B Programmed Balance approved in the FY 2010/2011 Strategic Plan;
2. The Program Escalation Factor (PEF) used to convert the ending FY 2010/11 Measure B Programmed Balance to the beginning FY 2011/12 Measure B Programmed Balance will be 1.0;
3. The total Measure B funding commitment to all capital projects will remain at \$756.5 million;
4. The FY11/12 SPU will include a Three-Year Allocation Plan similar to the FY 2009/2010 Strategic Plan which lays out specific allocations expected during the short-term and will provide the basis of the program-wide financial model; and
5. The cash demand for the remaining capital projects will necessitate some type of debt financing in the FY 2012/2013 timeframe.

**Fiscal Impact**

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

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DATE: April 4, 2011

TO: Programs and Projects Committee (PPC)

FROM: Matt Todd, Manager of Programming

**SUBJECT: Approval of Vehicle Registration Fee Program Principles**

### **Recommendation**

It is recommended that the Commission approve Vehicle Registration Fee program principles. The principles will be the basis of a VRF Program Guidelines document. ACTAC is scheduled to consider this item on April 5, 2011.

### **Summary**

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters on November 2, 2010, with 63% of the vote. The fee will generate about \$11 million per year by a \$10 per year vehicle registration fee. The schedule, detailed in Table A, calls for VRF Program Principles to be considered in May.

Based on discussions with the Department of Motor Vehicles (DMV), the collection of the \$10 per year vehicle registration fee is anticipated to begin the first week of May 2011, six months after the approval of Measure F (as detailed in the enabling legislation). DMV has indicated that individuals will begin to receive registration renewal notices that include the VRF fee in March (notices sent about 60 days before the payment due date). The first revenue is not expected to be received by the Alameda CTC from the fee until the August/September 2011 time period. The revenue is expected to arrive in monthly increments.

### **Background**

The goal of the 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. With 2010 information, the formula by planning area is:

---

|                 |        |
|-----------------|--------|
| Planning Area 1 | 38.15% |
| Planning Area 2 | 25.15% |
| Planning Area 3 | 22.0%  |
| Planning Area 4 | 14.7%  |

Staff is working with DMV on a method to obtain updated information regarding vehicle registration by planning area on a recurring basis. Department of Finance information will be used for population information.

Alameda CTC staff will track funds used in each planning area by the four categories of projects approved in the VRF Program. The overall value of the VRF Program benefits will be assigned by planning area and will be tracked relative to the formula detailed in the ballot measure (50% population/50% vehicles registered). Overall geographic equity, based on the formula detailed in the ballot measure, is required to be achieved when measured over successive five (5) year cycles. Though it is not required to attain the planning area geographic equity measured by each specific program (Local Road Improvement and Repair, Transit for Congestion Relief, Local Transportation Technology, and Pedestrian and Bicyclist Access and Safety Programs), it will be considered a goal to maintain.

Programmatic categories are identified with funding targets, defined as a percentage of overall funds over a period of time to address allocation of funds to multi-year programs for a given purpose. For the programming of the funds, it is proposed that the Alameda CTC Board would adopt a Strategic Plan and Implementation Plan on an annual basis.

#### Strategic Plan

The Alameda CTC Board each year shall adopt a multi-year Strategic Plan. The Strategic 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 be the target funding levels, as identified in the Expenditure Plan

#### Implementation Plan

In addition to the 5 year Strategic plan the Alameda CTC Board will adopt a shorter term implementation plan that will include the approval of specific projects 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 also be considered in future updates of the Strategic Plan.

The ballot measure language specifies that “A sponsors costs shall be reimbursed for expenditures incurred on an approved project.” Based on the ballot measure language, staff is working with legal counsel to determine options for the program reimbursement structure. Staff proposes an expenditure deadline of two (2) years to expend the funds.

#### Initial Costs/Administration

Certain initial costs as well as ongoing administrative costs are allowed for in the program. It is estimated that approximately \$1.5 million of expenses were incurred to initiate the VRF program. Approximately \$900,000 is allowed to be reimbursed prior to the application of the 5% administration cap, and the remaining \$600,000 that will be applied within the 5% administration

fee, though an amortization of multiple years is allowed. These costs will be included in the Strategic Plan and Implementation Plan.

**Ongoing Implementation of the Program**

The collection of the \$10 per year vehicle registration fee is anticipated to begin the first week of May 2011. The first revenue is not expected to be received by the Alameda CTC from the fee until the August/September 2011 time period. The revenue is expected to arrive in monthly increments. Depending the implementation schedule of projects, there is a scenario where there may be more requests for funds than cash available to disburse. In the event reimbursement requests are greater than available funds, available funds will be reimbursed to project sponsors based on the percentage each sponsor's project bears to Alameda CTC's overall approved VRF program until such time full funding is available.

**Fiscal Impact**

The VRF funds included in this funding program are anticipated to be available in FY 2011/12 and will be accounted for in the FY 2011/12 budget. Costs associated with the creation and administration of the Alameda CTC's VRF program will be included in the assumptions for the 2011/12 budget.

**Attachments**

Attachment A - Proposed Schedule for Measure F – VRF Program

Attachment B – Additional Program Details

Attachment C - Alameda County Transportation Improvement Measure Expenditure Plan



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**Proposed Schedule for Measure F – VRF Program**

| <b>Date</b>           | <b>Activity</b>                               |
|-----------------------|---|
| <b>April 2011</b>     | Program Principles to Committees/ Board       |
| <b>May 2011</b>       | Final Program Guidelines to Committees/ Board |
| <b>June 2011</b>      | Release Call for Projects                     |
| <b>July 2011</b>      | Draft Program to Committees/Board             |
| <b>September 2011</b> | Final Program to Committees/Board             |
| <b>Fall 2011</b>      | Execute Agreements                            |

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**Local Road Improvement and Repair Program (60%)**

This program would provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It would also incorporate the “complete streets” practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Projects eligible could 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

**Approach**

Capital projects providing street repaving and rehabilitation are proposed to be priority projects for the Local Road Improvement and Repair Program category. Within a project’s primary scope of the street repaving and rehabilitation projects, staff also anticipates scope associated with curbs, gutters, drains, sidewalks, traffic signals, bicycle improvements, pedestrian improvements and transit service. Projects that address regionally significant routes are proposed to be given some prioritization. Proposed projects will be required to submit material supporting the overall pavement condition and the analysis of the proposed facility from the jurisdictions current pavement management system. Additional programming capacity can be combined with Local Road Improvement and Repair Program eligible components of projects funded from other VRF Program categories (Transit for Congestion Relief Program, Local Transportation Technology Program, Pedestrian and Bicyclist Access and Safety Program) if appropriate. The Local Road Improvement and Repair Program projects will be assigned to a planning area and are proposed to be tracked on the planning area level relative to the formula detailed in the ballot measure (50% population/50% vehicles registered). The programming assigned to the Local Road Improvement and Repair Program by planning area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

**Transit for Congestion Relief Program (25%)**

This program would 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 areawide congestion and air pollution. Projects eligible could 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

**Approach**

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priority projects for the Transit for Congestion Relief Program category. Projects that address regionally significant transit issues are proposed to be given some prioritization.

Additional programming capacity can be combined with Transit for Congestion Relief Program eligible components of projects funded from other VRF Program categories (Local Road Improvement and Repair Program, Local Transportation Technology Program, Pedestrian and Bicyclist Access and Safety Program) if appropriate. The Transit for Congestion Relief Program projects will be assigned to a planning area and are proposed to be tracked on the planning area level relative to the formula detailed in the ballot measure (50% population/50% vehicles registered). The programming assigned to the Transit for Congestion Relief Program by planning area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

**Local Transportation Technology Program (10%)**

This program would continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Projects eligible could 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

**Approach**

The operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program” are the proposed priority for these funds. This is also proposed to use the first programming capacity available from the overall VRF Program. The initial programming proposed for the Local Transportation Technology Program will exceed the 10% program share in year one of the VRF Program. The programming made available in future years of the VRF program to the Local Transportation Technology Program will be reduced to account for the advance of programming to this category. 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. Additional programming capacity can be combined with Local Transportation Technology Program eligible components of projects funded from other VRF Program categories (Local Road Improvement and Repair Program, Transit for Congestion Relief Program, Pedestrian and Bicyclist Access and Safety Program) if appropriate. Based on current operation and maintenance levels of the existing corridor programs, planning area 1 is projected to require more funding than their proportional share of the funding, with planning areas three (3) and four (4) less funding than proportional share. 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%)**

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

**Approach**

In general, the Pedestrian and Bicyclist Access and Safety Program is anticipated to provide about \$500,000 per year. The eligible project types for this category are similar to the eligibility for the Transportation Fund for Clean Air Program Manager Funds, the TDA Article 3 funds, and the Measure B Bicycle/Pedestrian Discretionary Program. It is proposed that calls for projects for the Pedestrian and Bicyclist Access and Safety Program category of the VRF program be coordinated with the aforementioned funding programs. Based on the amount of funds available on an annual basis, staff proposes that a call for projects be conducted every other year, using two years of programming capacity (i.e. about \$1 million available for a call for projects). Additional programming capacity can be combined with Pedestrian and Bicyclist Access and Safety Program eligible components of projects funded from other VRF Program categories (Local Road Improvement and Repair Program, Transit for Congestion Relief Program, and Local Transportation Technology Program) if appropriate. Specific “projects” identified in the countywide bike and pedestrian plans will be given priority in project selection. The programming assigned to the Pedestrian and Bicyclist Access and Safety Program by planning area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

## ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT MEASURE EXPENDITURE PLAN

### A. Purpose of the Expenditure Plan

The Alameda County Vehicle Registration Fee Expenditure Plan (Plan) will guide the annual expenditures of the funds generated by a \$10 per year vehicle registration fee (Fee), if approved by voters in the November 2010 election. Alameda County has very significant unfunded transportation needs, and this Fee would provide funding to meet some of those needs. It is expected that this Fee will generate approximately \$11 million per year.

The goal of this Plan is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The Fee would be a key part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit for County residents. The Fee will fund programs 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 Plan would have the following specific elements:

- All of the money raised by the Fee would be used exclusively for transportation in Alameda County.
- None of the funds raised, outside of the costs incurred by the Department of Motor Vehicle to collect the Fee, can be taken by the State.
- Projects and programs included in the Expenditure Plan must have a relationship or benefit to the owner's of motor vehicles paying the Fee.
- Help fund roadway repairs and maintenance that make roads in Alameda County safer for motorists, bicyclists and pedestrians.
- Provide investments that will help create a smarter, more efficient transportation system.
- Establish a reliable source of funding to help fund critical and essential local transportation programs.
- Provide matching funds for funding made available from state general obligation bonds.
- Maintain and improve the County's transportation network while maintaining geographic equity, over successive five year cycles.

### B. Statutory Authorization and Requirements

The opportunity for a Countywide transportation agency to place this Fee before the voters was authorized in 2009 by the passage of Senate Bill 83, authored by Senator Loni Hancock (Oakland). The Alameda County Congestion Management Agency (Agency) shall place a transportation measure (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. A majority vote of the electorate is required to adopt this Fee.

The statute requires that the Fee collected be used only to pay for programs and projects that bear a relationship or benefit to the owners of motor vehicles paying the Fee and be consistent with a Regional Transportation Plan. The Fee will be imposed on each annual motor-vehicle registration or renewal of registration in Alameda County occurring on or after six-months following the November 2, 2010 election, where the Measure was approved by the voters, for an unlimited period, unless otherwise terminated by the voters of Alameda County. To implement this Fee, the statute requires the governing board of the Agency to adopt an Expenditure Plan. The statute also requires the ballot Measure resolution be approved by majority vote of the Agency members at a noticed public hearing.

### C. Programmatic Expenditures

The Plan identifies four types of programs that will receive funds generated by the Fee. Below are descriptions of each program and the percentage in parentheses of the annual revenue that will be allocated to each program after deducting for the Agency's administrative costs.

#### Local Road Improvement and Repair Program (60%)

This program would provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It also would incorporate the "complete streets" practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Projects eligible could 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 would 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. Projects eligible could 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 would continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. Projects eligible could 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 plug-in-hybrid vehicle stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling

#### Pedestrian and Bicyclist Access and Safety Program (5%)

This program would seek to improve the safety of bicyclists and pedestrians by reducing the conflicts with motor vehicles and to reduce congestion in areas such as schools, downtowns, transit hubs and other high activity locations. It also would seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and to reduce occasional congestion that may occur with incidents. Projects eligible could 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 bicycle and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors

### **D. Governing Board and Organizational Structure**

#### **1. Agency Responsible for Administering Proceeds of Fee**

The Agency, pursuant to California Government Code Section 65089.20, shall place a majority vote ballot measure before the voters to authorize a \$10 per year increase in the motor vehicle registration fee. If so approved, the Agency will collect and administer the Fee in accordance with the Plan.

The Agency and the Alameda County Transportation Improvement Authority (Authority) have approved a merger of the two agencies into a new Alameda County Transportation Commission (Alameda CTC), which would have members from all the jurisdictions that

currently are represented on the Agency’s Board. The Agency and the Authority expect to delegate all of their powers, assets and liabilities to Alameda CTC. Upon such delegation, the Fee would be collected and administered by the Alameda CTC pursuant to the Plan. All references to “Agency” include reference to Alameda CTC.

#### **2. Contract with Department**

The Agency shall contract with the Department of Motor Vehicles to collect the fee imposed pursuant to California Government Code section 65089.20 upon the registration or renewal of registration of a motor vehicle registered in the County, except those vehicles that are expressly exempted under this code from the payment of registration fees, pursuant to California Vehicle Code section 9250.4, as approved by the voters of Alameda County.

#### **3. Annual Budget Financial Projections**

The Annual Budget, adopted by the Agency each year, will project the expected Fee revenue, other anticipated funds and planned expenditures for administration and programs.

#### **4. Annual Report**

The Agency shall draft an Annual Report, which shall be made available to the public and will include the following:

- Revenues collected
- Expenditures by programs, including distribution of funds within each program and in each planning area of the County, and administrative costs
- Accomplishments and benefits realized by the programs
- Proposed projects for funding in each program

Before adopting the Annual Report, the Agency will hold a public meeting and will address public comments in the Annual Report.

#### **5. Use of Proceeds**

The proceeds of the Fee governed by this ordinance shall be used solely for the programs and purposes set forth in the Plan and for the administration thereof. The Agency will administer the proceeds of the Fee to carry out the mission described in the Plan. An equitable share of the funds will be distributed among the four geographical sub-areas of the county over successive five year cycles. Geographic equity is measured by a formula, weighted fifty percent by population of the sub-area (as published by the California Department of Finance) and fifty percent of registered vehicles of the sub-area (as determined by the California Department of Motor Vehicles). The definition of the sub-areas may change from time to time. A sponsor’s costs shall be reimbursed for expenditures incurred on an approved project. Pursuant to California Government Code Section 65089.20, not more than five percent of the Fee shall be used for administrative costs associated with the programs and projects, including the amendment of the Plan.

Pursuant to California Vehicle Code Section 9250.4,

the initial setup and programming costs identified by the Department of Motor Vehicles (Department) to collect the Fee upon registration or renewal of registration of a motor vehicle shall be paid by the Agency from the Fee. Any direct contract payment with the Department by the Agency shall be repaid, with no restriction on the funds, to the Agency as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the five percent administrative cost limit specified in California Government Code Section 65089.20(d).

The costs of placing the Measure authorizing imposition of the Fee on the ballot, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the Fee, advanced by the Agency, shall be paid from the proceeds of this Fee, and shall not be counted towards the five percent limit on administrative costs. The costs of preparing the Plan, advanced by the Agency, shall be paid from the proceeds of the Fee subject to the five percent limit on administrative costs. At the discretion of the Agency, these costs may be amortized over a period of years.

The proceeds of the Fee shall be spent only inside the limits of Alameda County. None of the proceeds, outside of the costs incurred by the Department of Motor Vehicles to collect the fee, shall be taken by the State.

#### **6. Duration of Fee**

The Fee, if so approved, would be imposed annually unless repealed.

#### **7. Severability**

If any provision of this Plan or the application thereof to any person or circumstance is held invalid, the remainder of this Plan and the application thereof to other persons or circumstances shall not be affected. If any proposed expenditure based on this Plan is held invalid, those funds shall be redistributed to other expenditures in accordance with the Expenditure Plan.

#### **8. Amendments to the Plan**

It is expected that the Plan will be amended from time to time. Amendment to the Plan shall be approved by a two-thirds vote of the Agency Board. All jurisdictions within the County with representatives on Agency will be given a minimum of 45 days notice and opportunity to comment on any proposed Plan amendment prior to its adoption.

#### **9. Option to Bond**

The Agency shall be authorized to issue bonds for the purposes of implementing the Plan. The bonds will be paid with the proceeds of the Fee. The costs associated with bonding will be borne only by programs in the Plan utilizing the bond proceeds. The costs and risks associated with bonding will be presented in the Agency's Annual Budget and will be subject to public comment before approving a bond sale.

#### **10. Statute of Limitations**

Any suit, action or proceeding in any court against the Agency, or against any officer of the Agency, to prevent

or enjoin the collection under this ordinance, of any Fee or any amount of Fee required to be collected must be brought within 120 days of the approval of the imposition of the Fee by the voters of Alameda County.

#### **11. Effective Date**

The Measure shall take effect at the close of the polls on the day of election at which the Fee is adopted by a majority of the electors voting on the Measure.

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## Memorandum

**DATE:** March 29, 2011

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

**FROM:** Jacki Taylor, Programming Liaison

**RE:** **Approval of Draft FY 2011/12 Transportation Fund for Clean Air (TFCA) Program**

### Recommendation

It is recommended that the Commission approve the Draft FY 2011/12 TFCA Program. ACTAC is scheduled to consider this item on April 5<sup>th</sup>.

### Summary

\$1,832,361 in TFCA funding is available to program to projects this cycle. A total of \$1,864,799 in funding has been requested. Staff continues to work with project sponsors and Bay Area Air Quality Management District (Air District) staff to collect and evaluate information to confirm project eligibility and cost effectiveness. Staff will propose revisions to the program prior to the approval of the final program, scheduled for May 2011.

### Information

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

As detailed in the attached draft program, nine (9) of the thirteen (13) projects submitted for consideration are being recommended for TFCA funding. Of the four (4) that are not being recommended for funding, two (2) exceed the TFCA cost effectiveness threshold and two (2) have been determined to be ineligible to receive TFCA funds. Staff continues to work with project sponsors and Air District staff to collect information to finalize project eligibility and cost effectiveness. A primary consideration in the amount of TFCA funding recommended for each project is the result of a project's cost-effectiveness evaluation. The cost-effectiveness calculations are draft at this point and the recommendation for the final program may change based on the finalized results.

The Alameda CTC's final program is scheduled to be considered by the Commission Board in May, but if necessary, this approval could be delayed to June. The FY 2011/12 Expenditure Plan, which

determines the amount of TFCA funding available to program, is scheduled for adoption by the Air District by June 2011. The Air District's programming guidelines allow up to 6 months from the date of the Air District's approval of the Expenditure Plan to approve additional projects if a balance of funds remains. Any remaining balance not programmed by the end of the 6-month period will be returned to the Air District.

**Fiscal Impact**

This programming action has no fiscal impact to the Alameda CTC. The TFCA funds included in this funding program are being made available by the Air District. Costs associated with the Alameda CTC's administration of the TFCA program are included in the current Alameda CTC's budget.

**Attachment**

Attachment A: Draft FY 2011/12 TFCA Program

## 2011-2012 TFCA County Program Manager Fund - DRAFT Program

| Sponsor                               | Project Name  | Project Description   | Total Project Cost  | TFCA Requested      | TFCA Balance        | Draft Cost-effectiveness (TFCA \$/ton) | Total Recommended   | Notes   |
|---------------------------------------|---|---|---------------------|---------------------|---------------------|--|---------------------|---|
| <b>70% City/County Share</b>          |   |   |                     |                     |                     |  |                     |   |
| Alameda County                        | Castro Valley BART Station Bicycle Lockers                      | Purchase and install new electronic bicycle lockers at the Castro Valley BART Station. Request to add additional TFCA funding to existing TFCA project 08ALA02 to replace TDA funds set to expire.  | \$97,860            | \$31,360            | \$ 58,303           | \$ 143,287                             | \$0                 | Sponsor to submit a replacement project.                              |
| Albany                                | City of Albany School based Trip Reduction Program              | Funding to continue existing school-based trip reduction/SR2S program in elementary schools and start a middle school program. Requesting funding for two years (FYs 11/12 & 12/13).  | \$53,000            | \$53,000            | \$ 55,246           | TBD                                    | TBD                 | Cost-effectiveness evaluation is pending.                             |
| California State University, East Bay | CSUEB - 2nd Campus to BART Shuttle                              | Implementation of a second shuttle bus for a.m. and p.m. peak hour service at the Cal State University, East Bay campus connecting to the Hayward BART station. Requesting two years of funding for operations (FYs 11/12 & 12/13).   | \$514,000           | \$194,000           | \$ -                | \$ 63,283                              | \$194,000           | Proposed to be assigned to Hayward's portion of 70% city/county share |
| California State University, East Bay | Transportation Demand Management Program                        | Pilot Transportation Demand Management and Trip Reduction program at the California State University East Bay to encourage the use of driving alternatives for staff, faculty and the University students.  | \$52,000            | \$52,000            | \$ -                | \$ 36,719                              | \$52,000            | Proposed to be assigned to Hayward's portion of 70% city/county share |
| Fremont                               | North Fremont Arterial Management                               | Improved arterial operations along four corridors in North Fremont: Fremont Blvd, Decoto Rd, Paseo Padre Parkway, and Alvarado Blvd. Some of the existing traffic signal system equipment will be upgraded and new signal coordination timings will be implemented at all signalized project intersections. | \$265,000           | \$265,000           | \$ 307,784          | \$ 70,869                              | \$265,000           |   |
| Oakland                               | Traffic Signal Synchronization along Martin Luther King Jr. Way | Along Martin Luther King Jr. Way, synchronization of traffic signals at four intersections between 55th and Hwy 24 and installation of detection equipment at the Hwy 24 WB on-ramp intersection.   | \$120,000           | \$120,000           | \$ 392,431          | \$ 89,261                              | \$39,000            | Project is cost effective up to \$39K of TFCA.                        |
| Pleasanton                            | Pleasanton Trip Reduction Program                               | The project consists of a three-pronged approach to reducing trips through various employer-based, residential-based and school-based programs. Requesting funding for FY 11/12.  | \$148,000           | \$52,816            | \$ 32,843           | \$ 49,883                              | \$52,816            |   |
| San Leandro                           | San Leandro LINKS Shuttle                                       | Free shuttle providing service from the San Leandro BART station to businesses in West San Leandro. Shuttle runs every 20 min, Mon - Friday from approx. 5:45am - 9:45 am & 3pm - 8pm. Requesting two years of funding for operations (FYs 11/12 & 12/13).  | \$629,000           | \$149,000           | \$ 83,621           | \$ 89,710                              | \$45,500            | Project is cost effective up to \$45.5K of TFCA.                      |
| Union City                            | Union City CNG Compressor Replacement                           | Replace 10-year old compressor with a newer model in order to provide adequate fuel for an increased demand.  | \$308,000           | \$100,474           | \$ 105,421          | NA                                     | \$0                 | Per Air District, project is not eligible for TFCA funding.           |
| <b>Total</b>                          |   |   | <b>\$ 2,186,860</b> | <b>\$ 1,017,650</b> |                     |  | <b>\$648,316</b>    |   |
| <b>TFCA Available Balance</b>         |   |   | <b>\$</b>           | <b>\$ 1,416,922</b> | <b>\$ 1,416,922</b> |  | <b>\$ 1,416,922</b> |   |
| <b>Unrequested Balance</b>            |   |   | <b>\$</b>           | <b>\$ 399,272</b>   |                     |  | <b>\$ 768,606</b>   |   |

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

| Sponsor                                | Project Name   | Project Description  | Total Project Cost  | TFCA Requested    | TFCA Balance | Draft Cost-effectiveness (TFCA \$/ton) | Total Recommended | Notes   |
|--|--|--|---------------------|-------------------|--------------|--|-------------------|---|
| <b>30% Transit Discretionary Share</b> |  |  |                     |                   |              |  |                   |   |
| Alameda CTC                            | Alameda County Guaranteed Ride Home (GRH) Program          | The GRH program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative modes of transportation (bus, train, carpool, vanpool, etc.) to get to work. Requesting two years of funding (FYs 11/12 & 12/13). | \$245,000           | \$245,000         |              | \$ 20,093                              | \$245,000         |   |
| LAVTA                                  | Purchase 4 Hybrid Diesel Buses                             | Replace four (4) 1196 New Flyer Diesel (40ft) buses with four (4) new hybrid diesel transit (29ft) buses. TFCA funding proposed to fund a portion of the incremental cost difference between new diesel and new hybrid-diesel buses.                             | \$919,705           | \$319,705         |              | NA                                     | \$0               | Per Air District, project is not eligible for TFCA funding. |
| LAVTA                                  | Route 9 BART/Hacienda Business Park Shuttle                | Route 9 provides service to the Dublin/Pleasanton BART Station and major employment centers within the City of Pleasanton. Requesting funding for FY 11/12 operations.   | \$343,575           | \$42,947          |              | \$ 818,555                             | \$0               | Project is not cost-effective.                              |
| LAVTA                                  | Route 10 - Dublin/Pleasanton BART to Livermore ACE Station | Route 10 services the Dublin/Pleasanton BART, ACE Livermore stations and Lawrence Livermore National Laboratory (LLNL). Requesting funding for FY 11/12 operations.  | \$3,825,450         | \$141,542         |              | \$ 26,675                              | \$141,542         |   |
| LAVTA                                  | Route 15 - Livermore ACE to Springtown                     | Route 15 provides service in Livermore between the ACE Station in Livermore and the Springtown District. Requesting funding for FY 11/12 operations.   | \$989,550           | \$98,955          |              | \$ 878,872                             | \$0               | Project is not cost-effective.                              |
| <b>Total</b>                           |  |  | <b>\$6,323,280</b>  | <b>\$848,149</b>  |              |  | <b>\$386,542</b>  |   |
| <b>TFCA Available Balance</b>          |  |  | <b>\$ 415,439</b>   | <b>\$ 415,439</b> |              |  | <b>\$ 415,439</b> |   |
| <b>Unrequested Balance</b>             |  |  | <b>\$ (432,710)</b> |                   |              |  | <b>\$ 28,897</b>  |   |

| Summary                 | Total Request | TFCA Balance | Draft Cost-effectiveness (TFCA \$/ton) | Recommended  | Difference |
|-------------------------|---------------|--------------|--|--------------|------------|
| Total TFCA Request -70% | \$ 1,017,650  | \$ 1,416,922 | NA                                     | \$648,316    | \$ 768,606 |
| Total TFCA Request -30% | \$ 848,149    | \$ 415,439   | NA                                     | \$386,542    | \$ 28,897  |
| Total TFCA Request      | \$ 1,865,799  | \$ 1,832,361 | NA                                     | \$ 1,034,858 | \$ 797,503 |



## Memorandum

**DATE:** March 29, 2011

**TO:** Programs and Projects Committee

**FROM:** Tess Lengyel, Programs and Public Affairs Manager

**SUBJECT:** Approval of Gap Grant Funding and Grant Extensions

### Recommendation

Staff supports PAPCO's recommendation to the Commission that current available Gap funding be designated for allocation as follows:

- Staff recommends that thirteen (13) Gap Grants originally funded in Cycle 4 and extended for FY 10/11 be extended until June 30, 2012. Additionally, staff recommends that ten (10) of the extended Gap Grants also receive supplemental funding in the amount of \$998,408.
- Staff recommends that AC Transit and BART (in support of East Bay Paratransit) be eligible to apply for \$163,090 (AC Transit – \$119,871; BART – \$43,219) in unclaimed remaining Stabilization funding allocated for FY 09/10 and 10/11. Staff does not recommend funding further Stabilization for FY 11/12.
- Staff recommends initially designating up to \$500,000 of Gap funding for CMMP Pilots.

### Background

The Measure B Expenditure Plan designated 1.43% for "Coordination/Gaps in Service". This is "to be allocated by PAPCO to reduce differences that might occur based on the geographic residence of any individual needing services." Moving forward, PAPCO also identified Priority Projects and Programs for Gap Funding that included implementing a range of services (e.g. shuttles, volunteer driver programs), filling 'emergency' gaps (e.g. Emergency Wheelchair Breakdown Service Transportation), maximizing use of accessible transit (e.g. travel training), and expanding community education and information (e.g. the Access Alameda brochure, Hotline, outreach events). PAPCO and TAC have been working with the Alameda CTC to determine the best way to allocate Gap funding in light of the ongoing economic situation and current planning initiatives.

### Supplemental Funding for Continuing Pivotal Gap Grants

Initially PAPCO and ACTIA worked with the Measure B pass-through recipients to develop programs based in Cities and Planning Areas. These programs were funded in 2004 through 2006 as Gap Cycles 1 and 2. Eleven programs were funded for \$1.7 million.



Beginning in 2006, PAPCO and ACTIA implemented a new Call for Gap proposed programs that opened up eligibility to non-profit organizations as well as Measure B pass-through recipients. Gap Cycle 3 funded sixteen programs for \$3.5 million. Cycle 3 ended in 2008. Gap Cycle 4 funded twenty programs for \$4 million and ended in 2010.

Due to the economic downturn, ACTIA was not able to issue a Call for Projects for Gap Cycle 5. Instead, PAPCO approved supplemental funding for ten grants from Cycle 4 for \$781,562. An additional six grants received extended end dates to utilize remaining funding. As part of the process, the committee developed principles for funding which focused on successful grants that addressed important trip provision needs and/or met mobility management goals.

In early 2011, staff proposed designating funding to further extend any of the sixteen previously extended grants that met the criteria below for an additional year. On February 28, 2011, PAPCO concurred and recommended allocation of up to \$1,000,000 for a one-year extension.

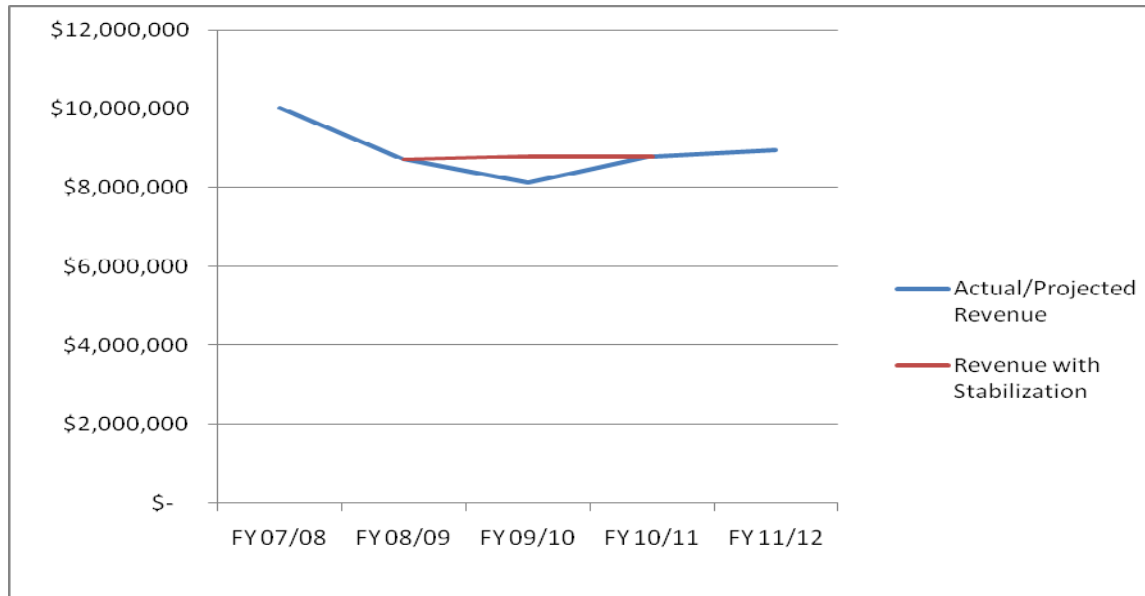
Criteria:

- Applicants must be one of the 16 extended grants from FY 10/11 and must demonstrate that the program continues to address closing gaps in services for seniors and disabled
- Applicant will be required to submit cost of operation for one year and any other funding sources available or planned for program
- Programs should meet the following categories of priority:
  - Mobility Management programs that directly increase consumer mobility – E.g. Travel Training
  - Trip Provision – Shuttles that are cost effective, lessen the burden on base programs, and provide a same-day option as part of a spectrum of services; Volunteer Driver Programs that do the same; Other programs that successfully fill an otherwise-unmet need
- Applicants will be required to submit most recent performance data (for example – number of one-way trips, unduplicated riders, consumers trained, etc.) and corresponding targets for FY 11/12
- Applicants will be required to submit plans/ideas for sustainability of funding for future operation, and/or meet with Alameda CTC staff to develop

Prior grant extension recipients were invited to apply by March 21, 2011. Staff evaluated applications for eligibility in relation to the approved criteria. PAPCO concurred with staff recommendations on March 28, 2011 and recommended approval. Grants recommended for extension or extension and supplemental funding are detailed in Attachment 1.

Stabilization

In FY 09/10, some programs were eligible to apply for Stabilization Funding to offset reductions in Measure B revenue. Programs that did not apply in FY 09/10 were eligible to apply in FY 10/11, but none did so.



Stabilization was meant to “ease the landing”, which it did. Providers have had time to adjust programs to run with fewer resources, and the most recent sales tax estimates show an increase in revenues.

Staff does not recommend funding further Stabilization for FY 11/12. On February 8, 2011, TAC members expressed support for allowing East Bay Paratransit to apply for any unclaimed remaining Stabilization funding, given the ongoing persistent budget problems experienced by both AC Transit and BART. PAPCO concurred with this recommendation on February 28, 2011.

#### Coordination and Mobility Management Planning Pilots

In March 2010, Nelson/Nygaard completed a “Service Delivery Analysis of Senior and Disabled Transportation Services”. This study was intended to review the Measure B funding formula and describe current transportation options and barriers, as well as identify service delivery improvements and opportunities for coordination.

As a follow-up to the Service Delivery Analysis, staff is implementing a Coordination and Mobility Management Planning Process. This project involves meetings in each Planning Area and Countywide with Measure B transportation providers to specifically discuss coordination options and suggest potential pilot programs.

The CMMP Process should generate at least four pilots. Pilots could be any range of projects, from small to large, Planning Area or Countywide, etc. ACTIA funded 52 Gap Grants over 6+ years. The total cost of those grants including Measure B and other funding was \$12,691,043. The average per grant equals \$244,059. Proposing we want to fund two pilots, \$500,000 should be sufficient. Note that Gap Grants were for two years and pilots could also be assumed to take two years to establish. Any pilots selected would need to include a plan for sustainability of funding.

Staff recommended designating up to \$500,000 of Gap Funding for CMMP Pilots and PAPCO concurred on February 28, 2011. PAPCO will forward a more specific recommendation for specific pilots in October 2011.

**Fiscal Impacts**

These recommended actions will authorize allocation of \$1,661,498 in supplemental Gap Grant funding and previously allocated Stabilization funding. The impact of this approval is \$1,661,498 from Special Transportation for Seniors and People with Disabilities funds.

**Attachment**

Attachment A: Summary of Paratransit Gap Grant Extension Requests

## Summary of Paratransit Gap Grant Extension Requests

| Sponsor                                    | Name of Grant   | Amount Requested 11/12 | Recommendation for 11/12  |
|--|---|------------------------|---|
| Alzheimer's Services of the East Bay       | Driving Growth through Transportation Services for Individuals with Dementia  | \$140,000              | Fund in the amount of \$140,000 to extend service until 6/30/12.  |
| Bay Area Community Services BORP           | Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion<br>North County Youth/Adults with Disabilities Group Trip Project | \$90,000<br>\$130,000  | Fund in the amount of \$90,000 to extend service until 6/30/12.<br>Partially fund in the amount of \$120,000 to extend service until 6/30/12. |
| Center for Independent Living/ USOAC/ BORP | Mobility Matters!   | \$92,855               | Fund in the amount of \$92,855 to extend service until 6/30/12.   |
| City of Albany                             | Albany Senior Center Community Shuttle Bus  | N/A                    | Extend to 6/30/12. Do not fund further at this time.  |
| City of Emeryville                         | 94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities  | \$60,000               | Fund in the amount of \$60,000 to extend service until 6/30/12.   |
| City of Fremont                            | VIP Rides Program   | \$80,000               | Fund in the amount of \$80,000 to extend service until 6/30/12.   |
| City of Oakland                            | GRIP - Grocery Return Improvement Program   | N/A                    | Extend to 6/30/12. Do not fund further at this time.  |
| City of Oakland - Dept of HR               | TAXI UP & GO Project!   | \$92,000               | Fund in the amount of \$92,000 to extend service until 6/30/12.   |
| City of Pleasanton                         | Downtown Route  | \$126,053              | Fund in the amount of \$126,053 to extend service until 6/30/12.  |
| LAVTA                                      | Paratransit Vehicle Donation Program and Dial a Ride Scholarship  | N/A                    | Extend to 6/30/12. Do not fund further at this time.  |
| Senior Support Program of the Tri Valley   | Volunteers Assisting Same Day Transportation and Escorts  | \$72,500               | Fund in the amount of \$72,500 to extend service until 6/30/12.   |
| City of Fremont/ACTIA                      | South County Taxi Pilot Program   | \$125,000              | Fund in the amount of \$125,000 to extend service until 6/30/12.  |
|  |   | <b>\$1,008,408</b>     | <b>\$998,408</b>  |

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## Memorandum

**DATE:** March 30, 2011  
**TO:** Programs and Projects Committee  
**FROM:** Vivek Bhat, Senior Transportation Engineer  
**RE:** **Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County**

### Recommendation

It is recommended that the Commission approve the Three-Year Project Initiation Document (PID) Strategic Plan for Alameda County (FY 2011/12, 2012/13 and 2013/14). ACTAC is scheduled to consider this item on April 5, 2011.

### Summary

Caltrans has requested the Alameda CTC to provide updates to the Three-Year Project Initiation Document Strategic Plan for Alameda County (FY 2011/12, 2012/13 and 2013/14).

### Background

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

Caltrans has requested the Alameda CTC to provide updates to the Three-Year Project Initiation Document Strategic Plan for Alameda County (FY 2011/12, 2012/13 and 2013/14) (Attachment). At the February meeting, ACTAC members were requested to provide updates to the attached list. The list with ACTAC comments are attached to the memo.

The FY 2011/12 list includes projects carried over from FY 2010/11. Projects with an identified fund source i.e. SR-238 LATIP funds, are proposed to be considered in FY 2012/13. Projects with less secured fund sources are proposed in FY 2013/14. Project sponsors would be provided an opportunity to re-prioritize projects when this list will be revisited in the upcoming FYs.

ACTAC is scheduled to consider this item on April 5, 2011. Any changes recommended by the ACTAC will be provided at the PPC meeting. A final list will be transmitted to Caltrans upon approval of the Commission.

### Fiscal Impact

There will be no impact to the approved Alameda CTC - ACCMA budget by this action.

**Attachment**

Attachment A: Three-Year Strategic PID Plan

## DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan( FY2011/12, 12/13, 13/14)

| Ref. No.                             | Caltrans Role (LEAD/ LEAD Reim/ QA/ QA Reim) | Route | Begin Postmile | End Postmile | Purpose & Need             | Improvement Description  | Location  | Work Program Status (original) | Initiation Date (Month/Day/Year) | Estimated Completion Date (Month/Year) | Proposed Program Year | Capital Cost with Support (\$M) | Funding (Local Measure/ Local Other/ Both/ NA) | PID Funding (SHA/ Reimbursement) | Type of PID or SS (Special Study) | Regional Transportation Plan | Project Sponsor                    |
|--------------------------------------|--|-------|----------------|--------------|----------------------------|--|---|--------------------------------|----------------------------------|--|-----------------------|---------------------------------|--|----------------------------------|-----------------------------------|------------------------------|------------------------------------|
| <b>PROPOSED FY 2011/12 WORK PLAN</b> |  |       |                |              |                            |  |   |                                |                                  |  |                       |                                 |  |                                  |                                   |                              |                                    |
| 1                                    | QA Reimb                                     | 80    | 6.3            | 6.8          | Improve traffic operations | I/C reconfiguration  | Gilman St I/C in Berkeley   | Carryover                      | 3/4/2004                         | 06/2012                                | 2014/15               | 9.0                             | Local  | Reimb                            | PSR                               | RTP No. 21144                | ALA-CTC                            |
| 2                                    | QA Reimb                                     | 880   | 22.5           | 23.3         | Improve traffic operations | I/C reconstruction   | Marina Blvd in San Leandro  | Carryover                      | 2/18/2009                        | 06/2012                                | 2014/15               | 32.5                            | Local  | Reimb                            | PSR                               | RTP No. 230066               | City of San Leandro<br>ALA-CTC     |
| 3                                    | QA Reimb                                     | 262   | 0.0            | 1.1          | Improve traffic operations | I-680 I/C improvement, Rt 262 roadway improvement, and Rt 262/Warm Springs Blvd Intersection improvement | Rte 262 (Mission Blvd) between I-680 and I-880 in Fremont                           | Carryover                      | 2/1/2011                         | 06/2012                                | 2014/15               | 10.0                            | Local  | Reimb                            | PSR                               | RTP No. 94030                | City of Fremont<br>ALA-CTC         |
| 4                                    | QA Reimb                                     | 580   | R8.3           | 21.4         | Improve traffic operations | Convert I-580 WB HOV Lane to Express (HOT) Lane  | WB from west of Greenville in Livermore to west of Foothill/San Ramon in Pleasanton | Carryover                      | 4/1/2011                         | 03/2012                                | 2014/15               | 19.8                            | Local  | Reimb                            | PSR                               | RTP No. 230665               | ALA-CTC                            |
| 5                                    | QA Reimb                                     | 185   | TBD            | TBD          | Streetscape                | Streetscape improvement (Phase II)   | East 14th St from 162nd Ave to SR-238 O/C   | New                            | 2011/12                          | TBD                                    | 2014/15               | 9.0                             | Local  | Reimb                            | PSR                               | N                            | Ala County redevelopment Agency    |
| 6                                    | QA Reimb                                     | 580   | 34.8           | 35.3         | Improve traffic operations | Operational Improvements at EB I-580 106th Ave Off-ramp  | I-580 @ 106th Ave Off-ramp  | New                            | 2011/12                          | TBD                                    | 2014/15               | 10.0                            | Local  | Reimb                            | PSR                               | N                            | Caltrans<br>ALA-CTC<br>Oakland     |
| 7                                    | QA Reimb                                     | 580   | TBD            | TBD          | Improve traffic operations | Castro Valley Local Area Traffic Circulation Imps  | Strobridge/Castro Valley  | New                            | 2011/12                          | TBD                                    | 2015/16               | 5.0                             | Local  | Reimb                            | PEER/PSR                          | RTP No. 22777                | Alameda County Public Works Agency |
| 8                                    | QA Reimb                                     | 580   | Var            | Var          | Improve traffic operations | Integrated Corridor Mobility (ICM) Program and adaptive ramp metering                                    | Various   | New                            | 2011/12                          | TBD                                    | 2014/15               | 32.5                            | SR -238 LATIP                                  | Reimb                            | SEMP                              | RTP No. 230091               | Caltrans/<br>ALA-CTC               |
| 9                                    | QA Reimb                                     | 185   | 3.6            | 3.9          | Improve traffic operations | Intersection Improvements: Adding lane, signal modification  | E 14th St/Hesperian Blvd, and E 14th St/150th Ave                                   | New                            | 2011/12                          | TBD                                    | 2014/15               | 3.1                             | Local  | Reimb                            | PSR                               | RTP No. 21451                | City of San Leandro<br>and ALA-CTC |



# DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan( FY2011/12, 12/13, 13/14)

| Ref. No.                      | Caltrans Role (LEAD/ LEAD Reim/ QA/ QA Reim) | Route | Begin Postmile | End Postmile | Purpose & Need             | Improvement Description  | Location  | Work Program Status (original) | Initiation Date (Month/Day/Year) | Estimated Completion Date (Month/Year) | Proposed Program Year | Capital Cost with Support (\$M) | Funding (Local Measure/ Local Other/ Both/ NA) | PID Funding (SHA/ Reimbursement) | Type of PID or SS (Special Study) | Regional Transportation Plan | Project Sponsor                    |         |
|-------------------------------|--|-------|----------------|--------------|----------------------------|--|---|--------------------------------|----------------------------------|--|-----------------------|---------------------------------|--|----------------------------------|-----------------------------------|------------------------------|------------------------------------|---------|
| PROPOSED FY 2012/13 WORK PLAN |  |       |                |              |                            |  |   |                                |                                  |  |                       |                                 |  |                                  |                                   |                              |                                    |         |
|                               |  |       |                |              |                            |  | Widen SR-84 from Pigeon Pass to I-680. SB I-680 aux lane from SR-84 to Andrade. NB I-680 HOV/HOT lane from Alameda Creek to SR 84                       | New                            | 2012/13                          | TBD                                    | TBD                   | TBD                             | TBD  | Reimb                            | TBD                               |                              | RTP No. 230244                     | ALA-CTC |
| 10                            | QA Reimb                                     | 84    | TBD            | TBD          | Improve traffic operations | Widening for auxiliary lanes, HOV/HOT lane.  | Hayward   | New                            | 2012/13                          | 2014                                   | 2016                  | 6.0                             | SR -238 LATIP                                  | Reimb                            | PSR                               | N                            | Hayward                            |         |
| 11                            | QA Reimb                                     | 92    | TBD            | TBD          | Improve traffic operations | Industrial Blvd I/C reconstruction   | Hayward   | New                            | 2012/13                          | 2014                                   | 2016                  | 52.0                            | SR -238 LATIP                                  | Reimb                            | PSR                               | RTP No. 21093                | Hayward                            |         |
| 12                            | QA Reimb                                     | 92    | TBD            | TBD          | Improve traffic operations | Clawiter I/C modification  | Hayward   | New                            | 2012/13                          | 2014                                   | 2016                  | 41.0                            | SR -238 LATIP                                  | Reimb                            | PSR                               | RTP No. 230053 & 230057      | Hayward/ ALA-CTC                   |         |
| 13                            | QA Reimb                                     | 880   | TBD            | TBD          | Improve traffic operations | Industrial Parkway West I/C  | Hayward   | New                            | 2012/13                          | 2012                                   | 2016                  |                                 |  |                                  |                                   |                              |                                    |         |
| 14                            | QA Reimb                                     | 680   | TBD            | TBD          | Improve traffic operations | Construct HOV/HOT lane and auxiliary lanes on northbound I-680 between Santa Clara County line and SR-84 | Fremont   | New                            | 2012/13                          | TBD                                    | TBD                   | TBD                             | TBD  | Reimb                            | TBD                               | RTP No. 230099               | Caltrans                           |         |
| 15                            | QA Reimb                                     | 580   | 39.9           | TBD          | Noise Mitigation           | Construct Noise Barrier along I-580 between 98th Ave. and Foothill Blvd.                                 | Between 98th Ave. and Foothill Blvd.  | New                            | 2012/13                          | TBD                                    | TBD                   | TBD                             | STIP   | Reimb                            | NBSSR                             | RTP No. 98208                | Caltrans/ ALA-CTC/ Oakland         |         |
| 16                            | QA Reimb                                     | 580   | 39.8           | 39.9         | Noise Mitigation           | Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland               | Between MacArthur Blvd. and Kingsland Place   | New                            | 2012/13                          | TBD                                    | TBD                   | TBD                             | STIP   | Reimb                            | NBSSR                             | RTP No. 98208                | Caltrans/ ALA-CTC/ Oakland         |         |
| 17                            | QA Reimb                                     | 80    | 3.5            | 4.0          | Improve traffic operations | Widen I-80 Eastbound Powell Street Off-ramp  | Emeryville  | New                            | 2012/13                          | TBD                                    | TBD                   | TBD                             | Local  | Reimb                            | PEER                              | RTP No. 230108               | Emeryville                         |         |
| 18                            | QA Reimb                                     | 185   | 1.2            | 3.7          | Streetscape                | Streetscape improvement (Phase III)  | Mission Blvd SR-238 O/C to Hayward City Limits  | New                            | 2012/13                          | TBD                                    | TBD                   | TBD                             | Local  | Reimb                            | PSR                               | N                            | Alameda County Public Works Agency |         |
| 19                            | QA Reimb                                     | 880   | Var            | Var          | Improve traffic operations | Improve mobility   | Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92. | New                            | 2012/13                          | TBD                                    | TBD                   | TBD                             | SR-84 LATIP                                    | Reimb                            | TBD                               | RTP No. 21002                | TBD                                |         |
| 20                            | QA Reimb                                     | 238   | 10.5           | 11.1         | Improve traffic operations | Operational Improvements & Safety  | SR-238( Mission Blvd Improvements in the vicinity of the EWC Project)   | New                            | 2012/13                          | TBD                                    | TBD                   | TBD                             | SR-84 LATIP                                    | Reimb                            | TBD                               | RTP No. 21002                | TBD                                |         |
| 21                            | QA Reimb                                     | 880   | 17.6           | 18.3         | Improve traffic operations | Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C                                     | From West A St. I/C to Winton I/C in Hayward  | New                            | 2012/13                          | TBD                                    | TBD                   | 32.5                            | SR-238 LATIP                                   | Reimb                            | PSR                               | RTP No. 230052               | Caltrans/ ALA-CTC                  |         |
| 22                            | QA Reimb                                     | 880   | 13.7           | 14.5         | Improve traffic operations | Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West                                   | From Whipple Road to Industrial Pkwy West, Hayward  | New                            | 2012/13                          | TBD                                    | TBD                   | 19.5                            | SR-238 LATIP                                   | Reimb                            | PSR                               | RTP No. 230054               | Caltrans/ ALA-CTC                  |         |

# DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan( FY2011/12, 12/13, 13/14)

| Ref. No.                             | Caltrans Role (LEAD/ LEAD Reim/ QA/ QA Reim) | Route | Begin Postmile | End Postmile | Purpose & Need             | Improvement Description   | Location   | Work Program Status (original) | Initiation Date (Month/Day/Year) | Estimated Completion Date (Month/Year) | Proposed Program Year | Capital Cost with Support (\$M) | Funding (Local Measure/ Local Other/ Both/ NA) | PID Funding (SHA/ Reimbursement) | Type of PID or SS (Special Study) | Regional Transportation Plan | Project Sponsor                    |
|--------------------------------------|--|-------|----------------|--------------|----------------------------|---|--|--------------------------------|----------------------------------|--|-----------------------|---------------------------------|--|----------------------------------|-----------------------------------|------------------------------|------------------------------------|
| <b>PROPOSED FY 2013/14 WORK PLAN</b> |  |       |                |              |                            |   |  |                                |                                  |  |                       |                                 |  |                                  |                                   |                              |                                    |
| 23                                   | QA Reimb                                     | 84    | 17.3           | 17.3         | Improve traffic operations | New roundabout  | Intersection Niles Cayon Rd/Paloma Way and Pleasanton-Sunol Rd | New                            | 2013/14                          | TBD                                    | TBD                   | TBD                             | TBD  | Reimb                            | PSR                               | N                            | Alameda County Public Works Agency |
| 24                                   | QA Reimb                                     | 580   | 9.7            | 9.7          | Improve traffic operations | I/C modification  | Vasco Rd I/C in Livermore                                      | New                            | 2013/14                          | TBD                                    | TBD                   | TBD                             | TBD  | Reimb                            | PSR                               | RTP No. 21100                | City of Livermore                  |
| 25                                   | QA Reimb                                     | 880   | TBD            | TBD          | Improve traffic operations | Winton I/C reconstruction   | Winton Ave. Hayward  | New                            | 2013/14                          | 2015                                   | 2017                  | TBD                             | SR-238 LATIP                                   | Reimb                            | PSR                               | N                            | Hayward                            |
| 26                                   | QA Reimb                                     | 880   | TBD            | TBD          | Improve traffic operations | I-880 / Whipple Road Interchange  | Union City   | New                            | 2013/14                          | 2015                                   | 2017                  | TBD                             | SR-238 LATIP                                   | Reimb                            | PSR                               | N                            | Union City                         |
| 27                                   | QA Reimb                                     | 880   | TBD            | TBD          | Improve traffic operations | Extend NB HOV lanes from Hacienda to north of Washington and north of Washington to Hegenberger   |  | New                            | 2013/14                          | 2014                                   | 2018                  | TBD                             | SR-238 LATIP                                   | Reimb                            | PSR                               | RTP No. 230088               | Caltrans/ ALA-CTC                  |
| 28                                   | QA Reimb                                     | 238   | TBD            | TBD          | Improve traffic operations | Widen connector to NB 880   | San Leandro  | New                            | 2013/14                          | 2015                                   | 2018                  | TBD                             | SR-238 LATIP                                   | Reimb                            | PSR                               | RTP No. 230088               | Caltrans/ ALA-CTC                  |
| 29                                   | QA Reimb                                     | 880   | TBD            | TBD          | Improve traffic operations | Washington to Lewelling I/C reconstruction  | San Leandro  | New                            | 2013/14                          | 2015                                   | 2018                  | TBD                             | SR-238 LATIP                                   | Reimb                            | PSR                               | RTP No. 230088               | Caltrans/ ALA-CTC                  |
| 30                                   | QA Reimb                                     | 880   | 18.0           | 18.6         | Improve traffic operations | West A St. I/C reconstruction   | West A Street, Hayward   | New                            | 2013/14                          | 2014                                   | 2018                  | TBD                             | SR-238 LATIP                                   | Reimb                            | PSR                               | RTP No. 230047               | Caltrans/ ALA-CTC                  |
| 31                                   | QA Reimb                                     | 680   | TBD            | TBD          | Improve traffic operations | SB HOV/HOT lane from Alcosta Blvd. to SR-84   | I-680 between Alcosta and SR-84                                | New                            | 2013/14                          | TBD                                    | TBD                   | TBD                             | TBD  | Reimb                            | TBD                               | N                            | ALA-CTC                            |
| 32                                   | QA Reimb                                     | 680   | TBD            | TBD          | Improve traffic operations | NB HOV/HOT lane from SR-84 to Alcosta Blvd.   | I-680 between Alcosta and SR-84                                | New                            | 2013/14                          | TBD                                    | TBD                   | TBD                             | TBD  | Reimb                            | TBD                               | N                            | ALA-CTC                            |
| 33                                   | QA Reimb                                     | 880   | TBD            | TBD          | Improve traffic operations | I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles  | Fremont Newark Union City                                      | New                            | 2013/14                          | TBD                                    | TBD                   | TBD                             | TBD  | Reimb                            | TBD                               | N                            | Caltrans                           |
| 34                                   | LEAD   | 580   | TBD            | TBD          | Noise Mitigation           | Construct Noise Barrier along I-580 between 108th Ave and MacArthur Blvd in San Leandro / Oakland | Between 108th Ave and MacArthur Blvd                           | New                            | 2013/14                          | 2013                                   | TBD                   | TBD                             | STIP   | Reimb                            | NBSR                              | RTP No. 98208                | Caltrans/ ALA-CTC/ San Leandro     |
| 35                                   | QA Reimb                                     | 580   | TBD            | TBD          | Improve traffic operations | Ramp modifications Strobridge/Castro Valley I/C   | Strobridge/Castro Valley                                       | New                            | 2013/14                          | 2014                                   | TBD                   | TBD                             | SR-238 LATIP                                   | Reimb                            | TBD                               | N                            | Alameda County Public Works Agency |

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## **Memorandum**

**DATE:** April 4, 2011

**TO:** Programs and Projects Committee

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

**SUBJECT:** **Approval of Resolution No. 11-008 Authorizing the Execution of Various Funding Agreements**

### **Recommendation**

It is recommended that the Commission approve Resolution No. 11-008 which authorizes the execution of various funding agreements related to securing and claiming certain state and federal transportation funding.

### **Discussion or Background**

The Alameda County Transportation Commission acts as the implementing agency for certain transportation projects for which state and federal funding is programmed, allocated and expended. In order to secure and claim reimbursement for such state and federal funding, the Alameda CTC must execute a variety of agreements related to the funding process and procedures. Resolution No. 11-008 will authorize the Executive Director, or designee of the Executive Director, to execute the necessary agreements related to receiving the funding. The resolution is required by the state as a condition of the funding.

### **Fiscal Impact**

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

### **Attachment**

Attachment A: Alameda CTC Resolution No. 11-008

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ALAMEDA COUNTY TRANSPORTATION COMMISSION  
RESOLUTION 11-008

Administering Agency-State Agreement  
for  
State and Federal-Aid Projects

WHEREAS, the Congress of the United States has enacted Federal Legislation to fund programs which include, but are not limited to, Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Transportation Enhancement Program (TE), Highway Safety Improvement Program (HSIP), and the Highway Bridge Program (HBP); and

WHEREAS, the Legislature of the State of California has enacted legislation by which certain State and Federal funds which include, but are not limited to, STP, CMAQ, TE, HSIP, and HBP may be made available for use on local transportation facilities of public entities qualified to act as recipients of these State and Federal funds in accordance with State and Federal law; and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) is eligible to receive Federal and/or State funding for certain Transportation Projects, through the California Department of Transportation; and

WHEREAS, Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Exchange Agreements and/or Fund Transfer Agreements need to be executed with the California Department of Transportation before such funds could be claimed; and

WHEREAS, the Alameda CTC wishes to delegate authorization to execute these agreements and any amendments thereto to the Executive Director.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director, or a designee of the Executive Director, be authorized to execute all Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Exchange Agreements, Fund Transfer Agreements, and any amendments thereto with the California Department of Transportation.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular meeting of the Board of Directors held on Thursday, April 28, 2011, in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: ATTEST:

---

Mark Green, Chair

---

Gladys V. Parmelee, Clerk of Alameda CTC

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## Memorandum

**DATE:** March 29, 2011

**TO:** Programs and Projects Committee

**FROM:** Ray Akkawi, Manager of Project Delivery

**SUBJECT:** Approval to Execute Master Agreement with California Highway Patrol

### Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to negotiate and execute a "Master Agreement", substantially as attached, with the California Highway Patrol to provide Construction Zone Enhanced Enforcement Program (COZEEP) services for construction projects that the Alameda CTC is administering on the State Highway System. The CHP requires that a master agreement be executed if the cost of the services exceeds \$50,000. All services under these agreements will be paid out of the construction phase budget of participating projects.

### Discussion

To enhance safety for the public and construction contractors during lane closures associated with construction activities on state highways, Caltrans requires the Commission (the sponsor of the projects) to coordinate with the CHP to implement the Construction Zone Enhanced Enforcement Program (COZEEP). To meet this requirement, the Alameda CTC needs to enter into a standard master agreement with the California Highway Patrol to provide this service for all projects Alameda CTC is administering.

A standard CHP master agreement defining services, roles, and reimbursement mechanism is needed to cover future projects Alameda CTC will administer. This master agreement will allow the Alameda CTC to meet its encroachment permit obligation with Caltrans, and to enter into a project specific agreements as needed with CHP. The cost of this agreement is estimated at \$200,000 per year; however, the actual cost will be based on project(s) needs and funds will be paid out of the budgeted funds for construction phase of individual project. This agreement will permit expeditious processing of future project specific service agreements.

### Fiscal Impact

There will be no fiscal impact to the budget as the actual cost of this agreement will be included in the construction phase of participating projects.

### Attachment

Attachment A: Draft CHP Master Agreement



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**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

Business Services Section  
Contract Services Unit  
P.O. Box 942898  
Sacramento, CA 94298-0001  
(916) 843-3610  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



February 22, 2011

Alameda County Transportation Commission (Alameda CTC)  
1333 Broadway, Suite 220  
Oakland, CA 94612

Subject: Agreement Number 10R301000-0

**Complete the following marked item(s) and return to the above address within ten (10) business days:**

- ☒ STD. 213, Standard Agreement with attached exhibits. Sign the first page of the STD. 213, sign the additional single STD. 213, and return both copies.
- ☐ STD. 213A, Standard Agreement Amendment. Sign the first page of the STD. 213A, sign the additional single STD. 213A, and return both copies.
- ☐ STD. 210, Short Form Contract. Sign and return both copies.
- ☐ Letter of Agreement. Sign and return both copies.
- ☐ STD. 204, Payee Data Record. Complete and return.
- ☒ CCC, Contractor Certification Clauses. Complete and return.
- ☐ Obtain and forward the liability insurance certificate required by the terms of the Agreement.
- ☐ Resolution, motion, order, or ordinance from the local governing body authorizing this Agreement.
- ☐ STD. 807, Payment Bond. Complete and return one copy.
- ☐ CHP 28, Voluntary Statistical Data. Complete and return.
- ☒ Other: CHP 78V, Conflict of Interest and Confidentiality Statement. Please sign and return with your contract documents.

**Contract status.**

- ☐ The enclosed agreement is signed on behalf of the Department of California Highway Patrol. Process and when approved, return an original to this office.
- ☐ The enclosed approved agreement is for your records. You are now authorized to provide services.

A handwritten signature in black ink, appearing to read "Bobby Contreras".

BOBBY CONTRERAS  
Contract Analyst

Enclosures

*Safety, Service, and Security*

AGREEMENT NUMBER

**10R301000**

REGISTRATION NUMBER

1. This Agreement is entered into between the State Agency and the Contractor named below:

STATE AGENCY'S NAME

Department of California Highway Patrol (CHP)

CONTRACTEE'S NAME

Alameda County Transportation Commission (Alameda CTC)

2. The term of this Agreement is: 1/1/2011 through 12/31/2011  
or upon approval by the Department of General Services, whichever is later.

3. The maximum amount of this Agreement is: \$ 200,000.00  
Two Hundred Thousand Dollars and Zero Cents

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

Exhibit A – Scope of Work 2 page(s)

Exhibit B – Budget Detail and Payment Provisions 1 page(s)

Exhibit C\* – General Terms and Conditions GTC 610

Check mark one item below as Exhibit D:

- ☒ Exhibit - D Special Terms and Conditions (Attached hereto as part of this agreement) 1 page(s)  
☐ Exhibit - D\* Special Terms and Conditions

Items shown with an Asterisk (\*), are hereby incorporated by reference and made part of this agreement as if attached hereto.  
These documents can be viewed at [www.ols.dgs.ca.gov/Standard+Language](http://www.ols.dgs.ca.gov/Standard+Language)

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

**CONTRACTOR**

CONTRACTOR'S NAME (if other than an individual, state whether a corporation, partnership, etc.)

Alameda County Transportation Commission (Alameda CTC)

BY (Authorized Signature)



DATE SIGNED(Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

ADDRESS

1333 Broadway, Suite 220  
Oakland, CA 94612

**STATE OF CALIFORNIA**

AGENCY NAME

Department of California Highway Patrol

BY (Authorized Signature)



DATE SIGNED(Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

JEFFREY T. UYEDA, Chief, Administrative Services Division

ADDRESS

P.O. Box 942898, Sacramento, CA 94298-0001

California Department of General  
Services Use Only

☐ Exempt per:

AGREEMENT NUMBER

**10R301000**

REGISTRATION NUMBER

1. This Agreement is entered into between the State Agency and the Contractor named below:

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Department of California Highway Patrol (CHP)

CONTRACTEE'S NAME

Alameda County Transportation Commission (Alameda CTC)

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Exhibit C\* – General Terms and Conditions GTC 610

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- ☒ Exhibit - D Special Terms and Conditions (Attached hereto as part of this agreement) 1 page(s)  
☐ Exhibit - D\* Special Terms and Conditions

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These documents can be viewed at [www.ols.dgs.ca.gov/Standard+Language](http://www.ols.dgs.ca.gov/Standard+Language)

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

**CONTRACTOR**

CONTRACTOR'S NAME (If other than an individual, state whether a corporation, partnership, etc.)

Alameda County Transportation Commission (Alameda CTC)

BY (Authorized Signature)

DATE SIGNED(Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

ADDRESS

1333 Broadway, Suite 220  
Oakland, CA 94612

**STATE OF CALIFORNIA**

AGENCY NAME

Department of California Highway Patrol

BY (Authorized Signature)

DATE SIGNED(Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

JEFFREY T. UYEDA, Chief, Administrative Services Division

ADDRESS

P.O. Box 942898, Sacramento, CA 94298-0001

California Department of General  
Services Use Only

☐ Exempt per:

## EXHIBIT A (Standard Agreement)

### SCOPE OF WORK

- Contractor agrees to reimburse the Department of California Highway Patrol (CHP) for costs associated with traffic control related services for the projects on I-580, I-680, I-880, and I-80 within Alameda and Santa Clara Counties provided by the CHP's Dublin, Castro Valley, San Jose and Hayward offices.

- The services shall be provided during:

The hours of duty performed by CHP officer(s) under this Agreement are those mutually agreed upon by CHP Contract Coordinator and Alameda CTC. Any changes to the proposed plan such as additional hours, dates, and sites for traffic control can be requested and/or on an "as needed" basis and must be mutually agreed upon by the local CHP command and Alameda CTC.

- The CHP contacts are listed herein for each affected Area office:

|   |                     |                   |
|---|---------------------|-------------------|
| Dublin Area -- 390<br>4999 Gleason Drive<br>Dublin, CA 94568<br>Officer Tyler Hahn or Sgt. Loretta Marino | Phone: 925-828-0466 | Fax: 925-828-1377 |
| Castro Valley Area -- 375<br>21020 Redwood Road<br>Castro Valley, CA 94546<br>Officer Roland Tuazon       | Phone: 510-581-9028 | Fax: 510-581-9187 |
| San Jose Area - 340<br>2020 Junction Avenue<br>San Jose, CA 95131<br>Officer Randy Yee                    | Phone: 408-467-5400 | Fax: 408-467-5407 |
| Hayward Area -- 345<br>2434 Whipple Road<br>Hayward, CA 94544<br>Officer Paul Cheever                     | Phone: 510-489-1500 | Fax: 510-489-8452 |

- The project representatives during the term of this agreement will be:

|  |                              |  |                              |
|--|------------------------------|--|------------------------------|
| STATE AGENCY<br>Department of California Highway Patrol          |                              | CONTRACTOR<br>Alameda County Transportation Commission |                              |
| NAME<br>Tina Cook  |                              | NAME<br>Ray Akkawi                                     |                              |
| TELEPHONE NUMBER<br>(707) 648-4180                               | FAX NUMBER<br>(707) 648-5595 | TELEPHONE NUMBER<br>(510) 350-2318                     | FAX NUMBER<br>(510) 836-2185 |
| Direct all inquiries to :  |                              |  |                              |
| STATE AGENCY<br>Department of California Highway Patrol          |                              | CONTRACTOR<br>Alameda County Transportation Commission |                              |
| SECTION/UNIT<br>Business Services Section/Contract Services Unit |                              | SECTION/UNIT<br>Contracts                              |                              |
| ATTENTION<br>Bobby Contreras                                     |                              | ATTENTION<br>Liz Brazil                                |                              |
| ADDRESS<br>P.O. Box 942898, Sacramento, CA 94298-0001            |                              | ADDRESS<br>1333 Broadway, Suite 220, Oakland, CA 94612 |                              |
| TELEPHONE NUMBER<br>(916) 843-3610                               | FAX NUMBER<br>(916) 322-3155 | TELEPHONE NUMBER<br>(510) 836-2560                     | FAX NUMBER<br>(510) 836-2185 |

**EXHIBIT A**  
**(Standard Agreement)**

**SCOPE OF WORK** *(Continued)*

5. Detailed description of work to be performed:

- A. CHP Dublin, Castro Valley, San Jose, and Hayward offices shall provide CHP officer(s) with vehicles and coordinate all traffic control. Should the CHP Dublin, Castro Valley, San Jose, and Hayward be unable to fill the necessary staffing for each event, the shortage of CHP Officers will be utilized from out-of-Area uniformed personnel.
- B. The traffic control service to be performed by CHP officer(s) under this Agreement, including the standards of performance, discipline and control thereof, shall be the responsibility of CHP.
- C. It is understood by Alameda CTC that billing of CHP officer(s) time shall be from portal to portal (CHP Area office to the service location and return to CHP Area office) except as specified in Item D.
- D. If the CHP officer(s) has reported to the assigned location and has worked less than four (4) hours, Alameda CTC agrees to pay every assigned CHP officer(s) a minimum of four (4) hours overtime. Exception: This does not apply to those cases when the hours worked is part of an extended shift.

If the CHP officer(s) report(s) to the assigned service location and if for any reason CHP reassigns the officer(s) away from the service location, Alameda CTC will be billed only for the officer(s) actual time incurred from the CHP Area office to the service location and for the time spent at the assigned service location covered under this Agreement.

E. CANCELLATION

Alameda CTC shall not be charged for service cancellations made more than 24 hours prior to the scheduled assignment.

- 1. Alameda CTC agrees that if service cancellation is made within 24 hours prior to the scheduled assignment and the assigned CHP officer(s) cannot be notified of such service cancellation, a minimum of four (4) hours overtime shall be charged for each assigned CHP officer.
- 2. Alameda CTC agrees that if service cancellation is made within 24 hours prior to the scheduled assignment and CHP officer(s) is notified of such service cancellation, Alameda CTC shall only be charged a short notice service cancellation fee of \$50.00 per assigned CHP officer(s).
- 3. All service cancellation notices to CHP must be made during normal CHP business hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, excluding state holidays.
- 4. The CHP agrees to make reasonable efforts to notify the assigned CHP officer(s) of the service cancellation.

**EXHIBIT B**  
**(Standard Agreement)**

**BUDGET DETAIL AND PAYMENT PROVISIONS**

**1. Invoicing and Payment**

- A. The CHP shall provide Alameda CTC with an itemized invoice which details all CHP costs for traffic control services under this Agreement.

Monthly itemized invoices will be submitted in duplicate to:

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

Alameda CTC agrees to pay CHP within thirty (30) days after the date of the invoice.

- B. This Agreement includes hourly usages and anticipated mileage for the Alameda County Transportation Commission Projects.

The following is an estimate of cumulative costs for the Alameda County Transportation Commission Projects:

|                     |      |       |
|---------------------|------|-------|
| Officer Hours:      | 2573 | hours |
| Patrol car mileage: | 8523 | miles |

- C. In consideration for the traffic control services contained herein, Alameda CTC agrees to reimburse the CHP upon receipt of an itemized invoice. Alameda CTC agrees to reimburse the CHP for **the actual costs incurred** at the time services are provided. The rates indicated in this agreement are for estimate purposes only. It is understood by both parties that rate increases in salary and benefits are governed by collective bargaining agreements and/or statute and that no advance written notification is necessary prior to implementing the increased rates. In the event CHP is granted a rate increase, Alameda CTC agrees to pay the increased rate. The following information are the CHP officer and sergeant overtime and mileage rates effective Fiscal Year 2010/2011, until superseded:

| <u>CLASSIFICATION</u> | <u>OVERTIME RATE</u> |
|-----------------------|----------------------|
| CHP Officer           | \$75.64 per hour     |
| CHP Automobile        | \$00.63 per mile     |

**EXHIBIT D**  
**(Standard Agreement)**

**SPECIAL TERMS AND CONDITIONS**

1. The CHP and Alameda CTC agree this Agreement may be canceled by either party with thirty (30) days advance written notice.
2. In the event of an emergency, this Agreement may be canceled by either party without prior notice.
3. The CHP and Alameda CTC, agree that this Agreement may be amended by written mutual consent of the parties hereto.
4. Unforeseen events may require CHP officer(s) to expend hours in excess of the original estimate. Any costs in excess of the original estimated amount will be processed by appropriate amendment to the Agreement, to reflect the actual costs incurred.
5. Additional charges may be assessed for CHP supplies, additional equipment utilized, damage to property repaired or replaced at state expense, which are directly related to the services provided herein, but only to the extent such supplies or additional equipment are specifically requested in writing by Alameda CTC or such need for repair or replacement of property arises directly from Alameda CTC gross misconduct or willful negligence with respect to the property.
6. Gifts, donations, or gratuities may not be accepted by CHP employees in their own behalf or in behalf of the Department, informal squad club, or other local funds.
7. Any dispute concerning a question of fact arising under the terms of this agreement which is not disposed within a reasonable period of time (ten days) by the parties normally responsible for the administration of this contract shall be brought to the attention of the Administrative Services Officer (or designated representative) of each organization for joint resolution
8. Alameda CTC agrees that the awarding department, the Department of General Services, the Bureau of State Audits, or their designated representative shall have the right to review and to copy and records and supporting documentation pertaining to the performance of this Agreement. Alameda CTC agrees to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated. Alameda CTC agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, Alameda CTC agrees to include a similar right of the State to audit records and interview staff in any subcontract related to performance of this Agreement. (Gov. Code §8546.7, Pub. Contract Code §10115 et CCR Title 2, Section 1896).
9. Any dispute concerning a question of fact arising under the terms of this agreement which is not disposed within a reasonable period of time (ten days) by the parties normally responsible for the administration of this contract shall be brought to the attention of the Administrative Services Officer (or designated representative) of each organization for joint resolution
10. **MUTUAL INDEMNIFICATION**  
The parties hereto agree to indemnify, defend and save harmless the other party, its officers, agents and employees from any and all claims and losses accruing or resulting to any and all contractors, subcontractors, suppliers, laborers, and any other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement, and from any and all claims and losses accruing or resulting to any person, firm or corporation who may be injured or damaged by the other party in the performance of this Agreement.
11. The Alameda CTC agrees to provide CHP with a resolution, motion, order or ordinance of the governing body, which authorizes execution of this Agreement, and indicates the individual who is authorized to sign the Agreement on behalf of Alameda CTC.
12. CMA's functions and powers are intended to be assumed by a new governmental agency, the Alameda County Transportation Commission ("Alameda CTC") during the term of the Agreement. Consultant hereby consents to the assignment of the Agreement by CMA to Alameda CTC.



**CERTIFICATION**

I, the official named below, CERTIFY UNDER PENALTY OF PERJURY that I am duly authorized to legally bind the prospective Contractor to the clause(s) listed below. This certification is made under the laws of the State of California.

|  |                                  |                          |
|--|----------------------------------|--------------------------|
| <i>Contractor/Bidder Firm Name (Printed)</i>           |                                  | <i>Federal ID Number</i> |
| Alameda County Transportation Commission (Alameda CTC) |                                  |                          |
| <i>By (Authorized Signature)</i>                       |                                  |                          |
| <i>Printed Name and Title of Person Signing</i>        |                                  |                          |
| <i>Date Executed</i>                                   | <i>Executed in the County of</i> |                          |

**CONTRACTOR CERTIFICATION CLAUSES**

1. **STATEMENT OF COMPLIANCE:** Contractor has, unless exempted, complied with the nondiscrimination program requirements. (Gov. Code §12990 (a-f) and CCR, Title 2, Section 8103) (Not applicable to public entities.)

2. **DRUG-FREE WORKPLACE REQUIREMENTS:** Contractor will comply with the requirements of the Drug-Free Workplace Act of 1990 and will provide a drug-free workplace by taking the following actions:

a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations.

b. Establish a Drug-Free Awareness Program to inform employees about:

- 1) the dangers of drug abuse in the workplace;
- 2) the person's or organization's policy of maintaining a drug-free workplace;
- 3) any available counseling, rehabilitation and employee assistance programs; and,
- 4) penalties that may be imposed upon employees for drug abuse violations.

c. Every employee who works on the proposed Agreement will:

- 1) receive a copy of the company's drug-free workplace policy statement; and,
- 2) agree to abide by the terms of the company's statement as a condition of employment on the Agreement.

Failure to comply with these requirements may result in suspension of payments under the Agreement or termination of the Agreement or both and Contractor may be ineligible for award of any future State agreements if the department determines that any of the following has occurred: the Contractor has made false certification, or violated the

certification by failing to carry out the requirements as noted above. (Gov. Code §8350 et seq.)

3. NATIONAL LABOR RELATIONS BOARD CERTIFICATION: Contractor certifies that no more than one (1) final unappealable finding of contempt of court by a Federal court has been issued against Contractor within the immediately preceding two-year period because of Contractor's failure to comply with an order of a Federal court, which orders Contractor to comply with an order of the National Labor Relations Board. (Pub. Contract Code §10296) (Not applicable to public entities.)

4. CONTRACTS FOR LEGAL SERVICES \$50,000 OR MORE- PRO BONO REQUIREMENT: Contractor hereby certifies that contractor will comply with the requirements of Section 6072 of the Business and Professions Code, effective January 1, 2003.

Contractor agrees to make a good faith effort to provide a minimum number of hours of pro bono legal services during each year of the contract equal to the lesser of 30 multiplied by the number of full time attorneys in the firm's offices in the State, with the number of hours prorated on an actual day basis for any contract period of less than a full year or 10% of its contract with the State.

Failure to make a good faith effort may be cause for non-renewal of a state contract for legal services, and may be taken into account when determining the award of future contracts with the State for legal services.

5. EXPATRIATE CORPORATIONS: Contractor hereby declares that it is not an expatriate corporation or subsidiary of an expatriate corporation within the meaning of Public Contract Code Section 10286 and 10286.1, and is eligible to contract with the State of California.

6. SWEATFREE CODE OF CONDUCT:

a. All Contractors contracting for the procurement or laundering of apparel, garments or corresponding accessories, or the procurement of equipment, materials, or supplies, other than procurement related to a public works contract, declare under penalty of perjury that no apparel, garments or corresponding accessories, equipment, materials, or supplies furnished to the state pursuant to the contract have been laundered or produced in whole or in part by sweatshop labor, forced labor, convict labor, indentured labor under penal sanction, abusive forms of child labor or exploitation of children in sweatshop labor, or with the benefit of sweatshop labor, forced labor, convict labor, indentured labor under penal sanction, abusive forms of child labor or exploitation of children in sweatshop labor. The contractor further declares under penalty of perjury that they adhere to the Sweatfree Code of Conduct as set forth on the California Department of Industrial Relations website located at [www.dir.ca.gov](http://www.dir.ca.gov), and Public Contract Code Section 6108.

b. The contractor agrees to cooperate fully in providing reasonable access to the contractor's records, documents, agents or employees, or premises if reasonably required by authorized officials of the contracting agency, the Department of Industrial Relations,

or the Department of Justice to determine the contractor's compliance with the requirements under paragraph (a).

7. DOMESTIC PARTNERS: For contracts over \$100,000 executed or amended after January 1, 2007, the contractor certifies that contractor is in compliance with Public Contract Code section 10295.3.

## **DOING BUSINESS WITH THE STATE OF CALIFORNIA**

The following laws apply to persons or entities doing business with the State of California.

1. CONFLICT OF INTEREST: Contractor needs to be aware of the following provisions regarding current or former state employees. If Contractor has any questions on the status of any person rendering services or involved with the Agreement, the awarding agency must be contacted immediately for clarification.

Current State Employees (Pub. Contract Code §10410):

- 1). No officer or employee shall engage in any employment, activity or enterprise from which the officer or employee receives compensation or has a financial interest and which is sponsored or funded by any state agency, unless the employment, activity or enterprise is required as a condition of regular state employment.
- 2). No officer or employee shall contract on his or her own behalf as an independent contractor with any state agency to provide goods or services.

Former State Employees (Pub. Contract Code §10411):

- 1). For the two-year period from the date he or she left state employment, no former state officer or employee may enter into a contract in which he or she engaged in any of the negotiations, transactions, planning, arrangements or any part of the decision-making process relevant to the contract while employed in any capacity by any state agency.
- 2). For the twelve-month period from the date he or she left state employment, no former state officer or employee may enter into a contract with any state agency if he or she was employed by that state agency in a policy-making position in the same general subject area as the proposed contract within the 12-month period prior to his or her leaving state service.

If Contractor violates any provisions of above paragraphs, such action by Contractor shall render this Agreement void. (Pub. Contract Code §10420)

Members of boards and commissions are exempt from this section if they do not receive payment other than payment of each meeting of the board or commission, payment for preparatory time and payment for per diem. (Pub. Contract Code §10430 (e))

2. LABOR CODE/WORKERS' COMPENSATION: Contractor needs to be aware of the provisions which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions, and Contractor affirms to comply with such provisions before commencing the performance of the work of this Agreement. (Labor Code Section 3700)

3. AMERICANS WITH DISABILITIES ACT: Contractor assures the State that it complies with the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42 U.S.C. 12101 et seq.)

4. CONTRACTOR NAME CHANGE: An amendment is required to change the Contractor's name as listed on this Agreement. Upon receipt of legal documentation of the name change the State will process the amendment. Payment of invoices presented with a new name cannot be paid prior to approval of said amendment.

5. CORPORATE QUALIFICATIONS TO DO BUSINESS IN CALIFORNIA:

a. When agreements are to be performed in the state by corporations, the contracting agencies will be verifying that the contractor is currently qualified to do business in California in order to ensure that all obligations due to the state are fulfilled.

b. "Doing business" is defined in R&TC Section 23101 as actively engaging in any transaction for the purpose of financial or pecuniary gain or profit. Although there are some statutory exceptions to taxation, rarely will a corporate contractor performing within the state not be subject to the franchise tax.

c. Both domestic and foreign corporations (those incorporated outside of California) must be in good standing in order to be qualified to do business in California. Agencies will determine whether a corporation is in good standing by calling the Office of the Secretary of State.

6. RESOLUTION: A county, city, district, or other local public body must provide the State with a copy of a resolution, order, motion, or ordinance of the local governing body which by law has authority to enter into an agreement, authorizing execution of the agreement.

7. AIR OR WATER POLLUTION VIOLATION: Under the State laws, the Contractor shall not be: (1) in violation of any order or resolution not subject to review promulgated by the State Air Resources Board or an air pollution control district; (2) subject to cease and desist order not subject to review issued pursuant to Section 13301 of the Water Code for violation of waste discharge requirements or discharge prohibitions; or (3) finally determined to be in violation of provisions of federal law relating to air or water pollution.

8. PAYEE DATA RECORD FORM STD. 204: This form must be completed by all contractors that are not another state agency or other government entity.

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**CONFLICT OF INTEREST AND CONFIDENTIALITY STATEMENT - VENDOR**

CHP 78V (Rev. 4-08) OPI 076

OPI CONTRACT/REQUISITION NUMBER

10R301000

It is a mandatory requirement for the contractor/vendor to complete and submit the Conflict of Interest and Confidentiality Statement prior to commencing contract services and/or delivering requested commodities. Failure to complete and submit the Conflict of Interest and Confidentiality Statement prior to commencement of work and/or delivery of requested commodities will be grounds for contract termination.

As an authorized representative and/or corporate officer of the company named below, I warrant my company and its employees have no personal or financial interest and no present or past employment or activity which would be incompatible with participating in any activity related to this contract. For the duration of this contract, I warrant my company and its employees will not accept any gift, benefit, gratuity or consideration, or begin a personal or financial interest in a party who is associated with this contract.

I warrant my company and its employees not to disclose any financial, statistical, personal, technical, media-related, and all other data and information made available to use by the state for the purpose of providing services to the California Highway Patrol (CHP) in conjunction with the contract identified above. I warrant that only those employees who are authorized and required to use such materials will have access to them. Authorization documentation must be provided to the CHP prior to the start of the contract.

I further warrant that all materials provided by the state will be returned promptly after use; all copies or derivations of the materials will be physically and/or electronically sanitized at a minimum in accordance with the Federal Information Security Management Act (FISMA), National Institute of Standard Technology (NIST), 43 NIST Special Publication 800-36. I will include, with the returned materials, a letter attesting to the complete return of materials and documenting the destruction of copies and derivations. Failure to so comply will subject my company to criminal and civil liabilities, including all damages to the state. I authorize the state to inspect and verify the destruction document(s) as described above.

I warrant that my company will not enter into any agreements or discussions with a third party concerning such materials prior to receiving written confirmation from the state that such third party has an agreement with the state similar in nature to this one. I agree to immediately advise the CHP contract coordinator of any person(s) who has access to project confidential information and intends to disclose that information in violation of this agreement.

NAME OF COMPANY

NAME OF COMPANY REPRESENTATIVE

TITLE

SIGNATURE OF COMPANY REPRESENTATIVE

DATE



## Memorandum

**DATE:** April 1, 2011

**TO:** Programs and Projects Committee

**FROM:** Beth Walukas, Manager of Planning  
Tess Lengyel, Manager of Programs and Public Affairs

**SUBJECT:** **Review Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan (TEP) – Call for Projects and Programs Update**

### Recommendation

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

### Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS). It specifically focuses on the concurrent CWTP and RTP Call for Projects and Programs released by MTC and the Alameda CTC on February 25, 2011. Staff is developing a master list of projects and programs received to date that will be distributed at the meeting.

### Discussion

A summary of the overall countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and regional processes is found in Attachment B and Attachment C respectively.

This item provides an update on the Call for Projects and Programs, which was released concurrently by MTC and the Alameda CTC on February 25, 2011. Project/program applications are due to Alameda CTC by **April 12, 2011**, so they can be screened and a preliminary list of CWTP projects and programs developed. From that list, a draft list of projects and programs recommended for inclusion in the RTP will be developed and is due to MTC by **April 29, 2011**. The draft list of projects and programs for both the RTP and the CWTP will be presented to Alameda CTC committees in May culminating in a public hearing at the **May 26, 2011** CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list is due to MTC on **May 27, 2011**. Staff has received input on transportation needs from the public in February and March at five public meetings held throughout the County and through the Alameda CTC administrative and advisory committee meetings. Staff is developing a master list of projects and programs received to date, which will be distributed at the meeting for information.

Upcoming meetings in April and May related to countywide and regional planning efforts is found below.

| <b>Committee</b>   | <b>Regular Meeting Date and Time</b>   | <b>Next Meeting</b>            |
|--|--|--------------------------------|
| CWTP-TEP Steering Committee                                    | 4 <sup>th</sup> Thursday of the month, noon<br>Location: Alameda CTC                               | April 28, 2011<br>May 26, 2011 |
| CWTP-TEP Technical Advisory Working Group                      | 2 <sup>nd</sup> Thursday of the month, 1:30 p.m.<br>Location: Alameda CTC                          | April 14, 2011<br>May 12, 2011 |
| CWTP-TEP Community Advisory Working Group                      | 1 <sup>st</sup> Thursday of the month, 3:00 p.m.<br>Location: Alameda CTC                          | April 7, 2011<br>May 5, 2011   |
| SCS/RTP Regional Advisory Working Group                        | 1 <sup>st</sup> Tuesday of the month, 9:30 a.m.<br>Location: MetroCenter, Oakland                  | April 5, 2011<br>May 3, 2011   |
| SCS/RTP Equity Working Group                                   | Location: MetroCenter, Oakland   | April 13, 2011<br>May 11, 2011 |
| SCS/RTP Housing Methodology Committee                          | 10 a.m.<br>Location: BCDC, 50 California St.,<br>26th Floor, San Francisco                         | April 28, 2011<br>May 26, 2011 |
| CWTP-TEP Public Workshops and Initial Vision Scenario Outreach | Location and times vary<br>District 1 and 2 SCS Workshop<br>Initial Vision Scenario Public Meeting | May 14, 2011<br>TBD            |

### **Fiscal Impact**

None.

### **Attachments**

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities

Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule

Attachment C: One Bay Area SCS Planning Process

## **Summary of Next Quarter Countywide and Regional Planning Activities (April through June)**

### Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. In the April to June time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions on defining the Detailed Land Use Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Providing input on issues papers that discuss challenges and opportunities regarding transportation needs in Alameda County, including a presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Developing and implementing a Call for Projects and Committed Funding and Project Policy that is consistent and concurrent with MTC's call for projects and guidance;
- Developing countywide financial projections and opportunities that are consistent and concurrent with MTC's financial projections;
- Beginning the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Identifying transportation investment packages for evaluation;
- Reviewing polling results for an initial read on voter perceptions;
- Continuing to conduct public outreach on transportation projects and programs and the Initial Vision Scenario and the Detailed Scenarios.

### Regional Planning Efforts

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are focusing on

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Detailed Scenarios based on that input;
- Developing draft financial projections;
- Adopting a committed transportation funding and project policy;
- Implementing a call for projects; and
- Assessing performance of the projects and beginning the performance assessment.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.



### Key Dates and Opportunities for Input

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

#### *Sustainable Communities Strategy:*

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Detailed SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

#### *RHNA*

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

#### *RTP*

Develop Financial Forecasts and Committed Funding Policy: March/April 2011

Call for RTP Transportation Projects: March 1 through April 29, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

#### *CWTP-TEP*

Develop Land Use Scenarios: May 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - June 2011

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

| Meeting  |         |          |  |  |                                  |   |   |                    |  |   |                      |
|--|---------|----------|--|--|----------------------------------|---|---|--------------------|--|---|----------------------|
| 2010   |         |          |  |  |                                  |   |   |                    |  | 2010  |                      |
| FY2010-2011  |         |          |  |  |                                  |   |   |                    |  | Oct   | Nov                  |
| Task   | January | February | March  | April  | May                              | June                                    | July  | August             | Sept   | Oct   | Nov                  |
| Alameda CTC Committee/Public Process   |         |          |  |  |                                  |   |   |                    |  |   |                      |
| Steering Committee   |         |          | Establish Steering Committee                               | Working meeting to establish roles/responsibilities, community working group | RFP feedback, tech working group | Update on Transportation/Finance Issues | Approval of Community working group and steering committee next steps | No Meetings        |  | Feedback from Tech, comm working groups           | No Meetings          |
| Technical Advisory Working Group   |         |          |  |  |                                  |   |   | No Meetings        |  | Roles, resp, schedule, vision discussion/feedback | No Meetings          |
| Community Advisory Working Group   |         |          |  |  |                                  |   |   | No Meetings        |  | Roles, resp, schedule, vision discussion/feedback | No Meetings          |
| Public Participation   |         |          |  |  |                                  |   |   | No Meetings        |  |   | Stakeholder outreach |
| Agency Public Education and Outreach   |         |          |  |  |                                  |   |   |                    |  |   |                      |
| Alameda CTC Technical Work   |         |          |  |  |                                  |   |   |                    |  |   |                      |
| Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level |         |          |  |  |                                  | Board authorization for release of RFPs | Pre-Bid meetings  | Proposals reviewed | ALF/ALC approves shortlist and interview. Board approves top ranked, auth. to negotiate or NTP |   | Technical Work       |
| Polling  |         |          |  |  |                                  |   |   |                    |  |   |                      |
| Sustainable Communities Strategy/Regional Transportation Plan  |         |          |  |  |                                  |   |   |                    |  |   |                      |
| Regional Sustainable Community Strategy Development Process - Final RTP in April 2013                          |         |          | Local Land Use Update P2009 begins & PDA Assessment begins |  |                                  |   |   |                    | Green House Gas Target approved by CARB.   | Start Vision Scenario Discussions                 |                      |
|  |         |          |  |  |                                  |   | Adopt methodology for Jobs/Housing Forecast (Statutory Target)        |                    | Projections 2011 Base Case   |   |                      |
|  |         |          |  |  |                                  |   |   |                    | Adopt Voluntary Performance Targets  |   |                      |

| 2011   |  |   |   |   |   |  |  |  |   |   |   |                                      |
|--|--|---|---|---|---|--|--|--|---|---|---|--------------------------------------|
| FY2011-2012  |  |   |   |   |   | 2011   |  |  |   |   |   |                                      |
| Task   | January  | February  | March   | April   | May   | June   | July   | August   | Sept  | Oct   | Nov   | Dec                                  |
| Alameda CTC Committee/Public Process   |  |   |   |   |   |  |  |  |   |   |   |                                      |
| Steering Committee   | Adopt vision and goals; begin discussion on performance measures, key needs                          | Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion | Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update | Outreach and call for projects update (draft list approval), project and program packaging, county land use, financials, committed projects | Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use rcmmdn | No Meetings.   | Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection | No Meetings  | 1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion |   | Meeting moved to December due to holiday conflict         | Review 2nd draft CWTP; 1st draft TEP |
| Technical Advisory Working Group   | Comment on vision and goals; begin discussion on performance measures, key needs                     | Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach   | Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update | Outreach and call for projects update, project and program packaging, county land use, financials, committed projects                       | Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use                   | No Meetings.   | Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection | No Meetings  | 1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion |   | Review 2nd draft CWTP, 1st draft TEP, poll results update | No Meetings                          |
| Community Advisory Working Group   | Comment on vision and goals; begin discussion on performance measures, key needs                     | Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach   | Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update | Outreach and call for projects update, project and program packaging, county land use, financials, committed projects                       | Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use                   | No Meetings.   | Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection | No Meetings  | 1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion |   | Review 2nd draft CWTP, 1st draft TEP, poll results update | No Meetings                          |
| Public Participation   | Public Workshops in two areas of County: vision and needs; Central County Transportation Forum       | Public Workshops in all areas of County: vision and needs   |   | East County Transportation Forum  |   |  | South County Transportation Forum  | No Meetings  |   | 2nd round of public workshops in County; feedback on CWTP, TEP; North County Transportation Forum |   | No Meetings                          |
| Agency Public Education and Outreach   |  |   |   |   |   | Ongoing Education and Outreach through November 2012 |  |  |   |   |   |                                      |
| Alameda CTC Technical Work   |  |   |   |   |   |  |  |  |   |   |   |                                      |
| Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level | Feedback on Technical Work, Modified Vision, Preliminary projects lists                              |   |   | Work with feedback on CWTP and financial scenarios  |   |  | Technical work refinement and development of Expenditure plan, 2nd draft CWTP                  |  |   |   |   |                                      |
| Polling  |  | Conduct baseline poll   |   |   |   |  |  |  |   | Polling on possible Expenditure Plan projects & programs  |   |                                      |
| Sustainable Communities Strategy/Regional Trar   |  |   |   |   |   |  |  |  |   |   |   |                                      |
| Regional Sustainable Community Strategy Development Process - Final RTP in April 2013                          |  |   | Release Initial Vision Scenario   | Detailed SCS Scenario Development   |   |  | Release Detailed SCS Scenarios   | Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology | SCS Scenario Results/and funding discussions  |   | Release Preferred SCS Scenario                            |                                      |
|  | Discuss Call for Projects  |   | Call for Transportation Projects and Project Performance Assessment   |   | Project Evaluation  |  |  | Draft Regional Housing Needs Allocation Methodology  |   |   |   |                                      |
|  | Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy |   |   |   |   |  |  |  |   |   |   |                                      |

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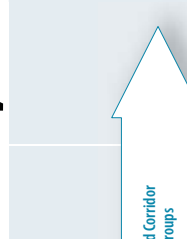
| 2012   |  |   |  |                      |  |                   |  |        |      |     |                        |                                  |
|--|--|---|--|----------------------|--|-------------------|--|--------|------|-----|------------------------|----------------------------------|
| FY2011-2012  |  |   |  |                      |  |                   |  |        |      |     |                        |                                  |
| Task   | January  | February  | March                                      | April                | May  | June              | July   | August | Sept | Oct | November               |                                  |
| Alameda CTC Committee/Public Process   |  |   |  |                      |  |                   |  |        |      |     |                        |                                  |
| Steering Committee   | Full Draft TEP, Outcomes of outreach meetings  | Finalize Plans                                      | Meetings to be determined as needed        |                      | Adopt Draft Plans                            | Adopt Final Plans | Expenditure Plan on Ballot   |        |      |     | VOTE: November 6, 2012 |                                  |
| Technical Advisory Working Group   | Full Draft TEP, Outcomes of outreach meetings  | Finalize Plans                                      | Meetings to be determined as needed        |                      |  |                   |  |        |      |     | VOTE: November 6, 2012 |                                  |
| Community Advisory Working Group   | Full Draft TEP, Outcomes of outreach meetings  | Finalize Plans                                      | Meetings to be determined as needed        |                      |  |                   |  |        |      |     | VOTE: November 6, 2012 |                                  |
| Public Participation   |  |   | Expenditure Plan City Council/BOS Adoption |                      |  |                   |  |        |      |     | VOTE: November 6, 2012 |                                  |
| Agency Public Education and Outreach   | Ongoing Education and Outreach Through November 2012 on this process and final plans |   |  |                      |  |                   | Ongoing Education and Outreach through November 2012 on this process and final plans |        |      |     |                        |                                  |
| Alameda CTC Technical Work   |  |   |  |                      |  |                   |  |        |      |     |                        |                                  |
| Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level | Finalize Plans   |   |  |                      |  |                   |  |        |      |     |                        |                                  |
| Polling  |  |   |  |                      | Potential Go/No Go Poll for Expenditure Plan |                   |  |        |      |     |                        |                                  |
| Sustainable Communities Strategy/Regional Trar   |  |   |  |                      |  |                   |  |        |      |     |                        |                                  |
| Regional Sustainable Community Strategy Development Process - Final RTP in April 2013                          | Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan         | Begin RTP Technical Analysis & Document Preparation |  | Prepare SCS/RTP Plan |  |                   |  |        |      |     |                        | Release Draft SCS/RTP for review |
|  |  |   |  |                      |  |                   |  |        |      |     |                        |                                  |
|  |  |   |  |                      |  |                   |  |        |      |     |                        |                                  |

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## OneBayArea



|                                 |   |   |                    |   |
|---------------------------------|---|---|--------------------|---|
| <b>Policy Board<br/>Actions</b> | ● | Meeting for Discussion/<br>Public Comment | MTC<br>ABAG<br>JPC | JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment |
|---------------------------------|---|---|--------------------|---|

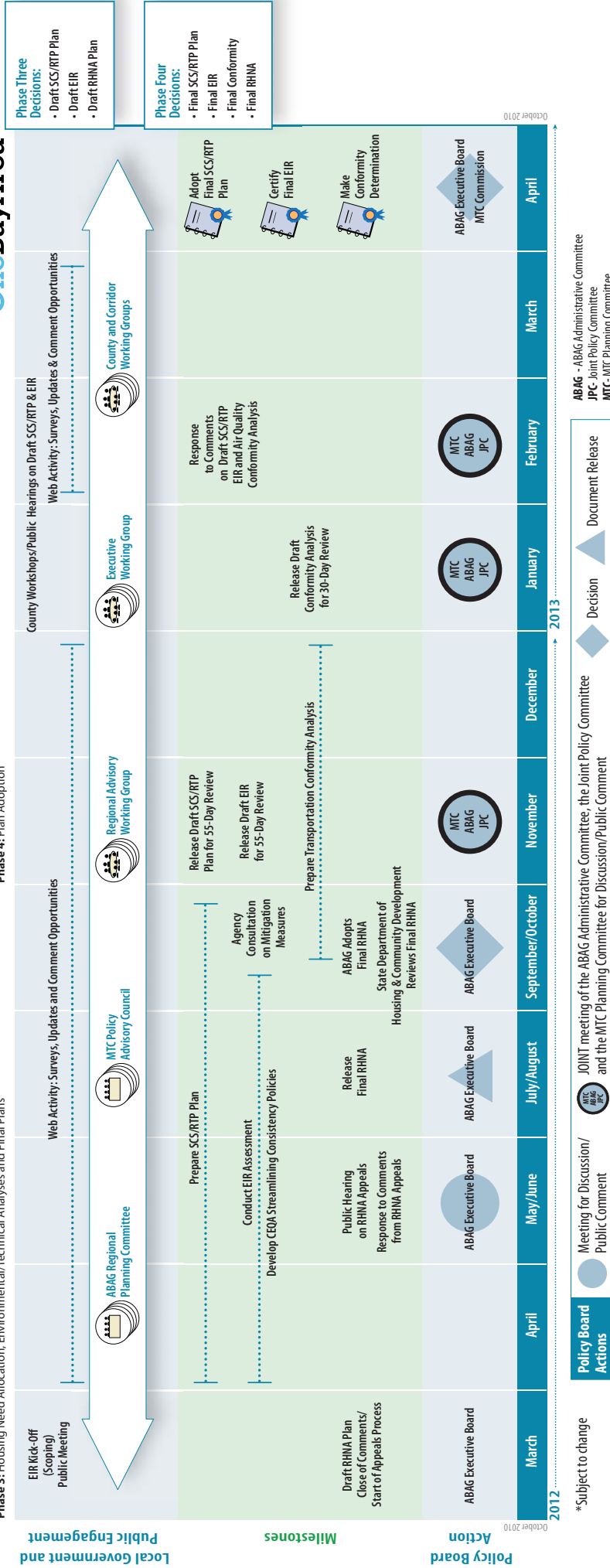
**ABAG - ABAG Administrative Committee**  
**JPC - Joint Policy Committee**  
**MTC - MTC Planning Committee**

# Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013\*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption

OneBayArea



\*Subject to change



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## Memorandum

**DATE:** April 4, 2011

**TO:** Programs and Projects Committee

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

**SUBJECT:** Acceptance of Semi-Annual Measure B Capital Projects Status Update and Approval of Funding Plans for Select Projects

### Recommendations

It is recommended that the Commission approve the following actions:

1. Acceptance of the Semi-Annual Measure B Capital Projects Status Update for six (6) remaining active projects from the 1986 Measure B Expenditure Plan and all of the capital projects included in the 2000 Measure B Expenditure Plan; and
2. Approval of the funding plans included in the attached project delivery summaries for select capital projects being implemented primarily by the Alameda County Transportation Commission.

### Summary

The Semi-Annual Capital Projects Status Update provides information related to a total of 41 capital projects, including six projects remaining from the 1986 Measure B Expenditure Plan; and 35 from the 2000 Measure B Expenditure Plan. The six projects from the 1986 Measure B, identified by an "MB" in the project number, represent the remaining capital projects from the earlier Measure B that are still active. The 2000 Measure B Expenditure Plan included commitments of Measure B funding for 27 capital projects and studies, identified by "ACTIA" in the project number. Some of these projects have been split into smaller projects or combined with other projects to accelerate delivery of useable segments and facilitate project monitoring and controls. The original 27 ACTIA Measure B projects are currently split into 35 projects. The 41 projects (ACTA plus ACTIA) are divided into four (4) categories: Mass Transit, Highway, Local Streets and Roads, and Bicycle and Pedestrian.

A brief overview of the 41 projects is as follows:

- Eleven (11) projects and studies in the mass transit category, 17 in the highway category, 12 in local streets and roads, and one in the bicycle and pedestrian category.
- Two projects are programmatic in nature:

- Altamont Commuter Express Rail project (ACTIA 1), sponsored by the Alameda County Congestion Management Agency (ACCMA) in cooperation with the operator of the ACE service, the San Joaquin Regional Rail Commission (SJRRRC). The full funding and environmental clearance deadlines are not applicable to this project because the Measure B funds will be expended on a list of small projects, over time. The ACCMA and SJRRRC cooperatively determine the discrete projects that use the Measure B funding; and
- Emerging Projects (ACTIA 27), individual projects sponsored by various agencies. Individual subprojects are adopted into the Measure B Capital Projects Program by action of the Commission. To date, three subprojects have been approved:
  - Vasco Road Safety Improvements (ACTIA 27A), sponsored by County of Alameda;
  - I-80 Integrated Corridor Mobility Project/San Pablo Avenue Arterial and Transit Improvement Project (ACTIA 27B), sponsored by the ACCMA; and
  - I-880 North Safety and Operational Improvements at 23rd/29th Avenues Project (ACTIA 27C), sponsored by the ACCMA.
- Four projects are considered as “Study Only” (i.e.: no Measure B funding for construction phase identified):
  - I-880/Broadway-Jackson Interchange Improvement (ACTIA 10), co-sponsored with the City of Alameda;
  - I-680/I-880 Cross Connector Studies (ACTIA 22), sponsored by the ACCMA;
  - I-580 Corridor/BART to Livermore Studies (ACTIA 26), co-sponsored by BART and ACCMA; and
  - Central Alameda County Freeway System Operational Analysis (MB 240), co-sponsored with the ACCMA.
- Two projects have their construction schedules tied to the delivery schedule of larger non-Measure B funded projects:
  - I-580 Westbound Auxiliary Lane (Airway Boulevard to Fallon Road) (ACTIA 14B), sponsored by the ACCMA. This project will be delivered as a component of a larger project, the I-580 Westbound High Occupancy Vehicle (HOV) lanes, which is funded by Regional Measure 2 and State Corridor Mobility Improvement Account (CMIA) funds; and
  - Phase 2 of the Westgate Parkway Extension (ACTIA 18B), sponsored by the City of San Leandro. The construction of a useable segment of this project was completed in

2006. The last segment is being evaluated and coordinated with the larger project to reconstruct the I-880/Davis Street interchange.

- With the exception of the Studies discussed above, the status of the remaining 2000 Measure B projects is summarized as follows:
  - Eleven (11) projects have been completed, including the I-238 Widening project, which is the second largest Measure B funded highway project.
  - Eleven (11) projects are currently under construction, including the BART Warm Springs Extension and the Oakland Airport Connector which are capital projects with two of the largest Measure B commitments in the 2000 Measure B program.
  - Five projects are scheduled to begin construction in 2011, one in 2012, two in 2013, and one project is scheduled to begin construction in 2014.
  - Two projects have construction timelines to be determined: the Iron Horse Transit Route Project in Dublin, and the Dumbarton Rail Corridor project.
- The 2000 Measure B Expenditure Plan included deadlines for establishing of Full Funding Plans and Environmental Clearance for capital projects. The Commission has approved the following extensions currently in effect:
  - The Dumbarton Rail Corridor project (ACTIA 25) received extensions for both the Full Funding Plan requirement and the Environmental Clearance requirement to March 31, 2013;
  - The Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A, also known as East Bay BRT) received an extension for the Environmental Clearance requirement to March 31, 2012; and
  - The Route 92/Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15) received an extension for the Environmental Clearance requirement to June 30, 2011;

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

The current estimated cost of the 2000 Measure B capital program is \$3.5 billion and the current Measure B funding commitment for all of the projects is \$756 million (2010/2011 dollars), or approximately 22% of the total cost of the program. To date, the Commission has allocated more than \$602 million of Measure B funding to the projects in the capital program.

The recommended actions include approval of project funding plans for certain on-going projects for which the Commission is the primary implementing agency. The funding plans are included the project delivery summary for each of the projects in Attachment A.

**Discussion or Background****1986 Measure B (ACTA) Capital Projects**

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

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

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

- I-880/Route 92 Interchange Project (MB175);
- I-880/Mission Boulevard (Route 262) Phase 1B/2 Project (MB196);
- I-880 to Mission Boulevard East-West Connector Project (MB226);
- Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
- I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12);
- Central Alameda County Freeway System Operational Analysis (MB240); and
- Castro Valley Local Area Traffic Circulation Improvement Project (MB241).

**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 35 projects or project segments.

Since 2002, when the 2000 Measure B began collecting taxes, staff has worked closely with each of the Project Sponsors to deliver Measure B-funded projects. This has included securing full funding by leveraging Measure B funds with federal and state funds, and actively working to advance the projects through each project development phase, not only to meet the Measure B requirement for full funding and environmental clearance, but also to meet the needs of the

travelling public as quickly as possible. Through taking measured risks and aggressively pursuing a variety of funding opportunities, and working in close partnership with project sponsors, as well as with state and regional funding agencies, the Commission has brought nearly two-thirds (62%) of the capital projects into the construction phase in less than one-half of Measure B's 20-year term. While the downturn in the economy has substantially decreased external funding to many transportation projects and Measure B funding to pass-through programs, it brought one of the most favorable public works bidding environment in decades. The timing of this favorable bidding market has proven to be an asset in the success of the current overall capital program delivery. The remaining projects to be delivered face a continuing uncertainty related to outside funding that the previously delivered projects did not experience.

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

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

Over the history of the 2000 Measure B, the annual revenues increased each year from the beginning of collection on April 1, 2002 until FY 2008-09. In FY 2008-09, the revenues were down 14% from the previous budget, and then dropped another 12% in FY 2009-10. The revenue projections for FY 2010-11 were recently increased to slightly higher than the FY 2008-09 level with future revenues expected to increase annually by four percent for subsequent years. The revenue forecast represents a constraint on the cumulative amount of Measure B funds that can be committed to the capital projects.

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

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

#### Project Schedules

Currently, of the 41 projects, eleven projects totaling \$120 million in Measure B commitments are complete. Current project schedules show another project will be completed by the end of 2010, five in 2011, two in 2012, and four in 2013. The eight remaining projects with established timeframes for construction are expected to be completed between 2014 and 2017, about five years before the end of the sales tax collection period. Five other projects do not have scheduled construction dates at this time.

At the halfway point of the twenty-year tax collection period, or March 2012, all but five projects from the 2000 Measure B (Telegraph Avenue Corridor Bus Rapid Transit, Iron Horse Transit Route, Route 92/Clawiter-Whitesell Interchange, Dumbarton Rail Corridor, and I-880 North Safety and Operational Improvements at 23rd/29th Avenues) will have begun construction. Also, at the halfway point of the Measure, 17 of 34 projects will have completed construction, and the remaining 12 projects with scheduled dates will be completed before 2017. Table 2 summarizes the construction time frame for each project, grouped by the starting year of construction.

#### Completed Projects

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

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

#### Projects in the Pipeline to Construction

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

Projects to Begin Construction between 2011 and 2013

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

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

In late 2009, AC Transit requested diversion of \$35 million of Congestion Mitigation Air Quality (CMAQ) funds from the BRT project to cover transit operations deficits. While the MTC authorized the diversion, the FTA declared the CMAQ funds ineligible for operating purposes. The CMAQ funds, however, are no longer eligible for project use. The diversion of the capital funds required a reassessment of the funding plan. In early 2010, the Federal Transit Administration (FTA) awarded the project the first \$15 million in Small Starts funding for the design phase; the funds will be available for use after AC Transit has secured a Record of Decision (ROD) for the project.

The Alameda County Congestion Management Agency (ACCMA) has initiated a corridor level study with the local jurisdictions to address broader transportation and land use goals that are beyond the scope of the Bus Rapid Transit project. The ACCMA was denied an initial grant request from the state to advance these activities requiring an alternative funding source to be identified. The ACCMA is in the process of identifying an alternative source.

- I-580 Auxiliary Lane Projects (Westbound I-580, Airway Boulevard to Fallon Road) (ACTIA 14B) -- The project has been incorporated into the ACCMA's I-580 Westbound HOV Lane project, which will be constructed in two segments. The western segment of the project includes the ACTIA Auxiliary Lane project. Environmental clearance was complete in October 2009. Final design is expected to be completed in Spring 2011 and construction will begin in Summer 2011.



- Route 92 Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15) -- This project is being developed by the City of Hayward in deliverable segments, with Phase 1 being the West A Street and Whitesell Drive Extensions to be delivered with ACTIA funds and Phase 2 being the Route 92/Clawiter Road – Whitesell Drive Interchange to be delivered with other funds. At the request of the City of Hayward, the Commission recently approved a three-month extension to the environmental clearance deadline. The extended deadline is June 30, 2011. Final design is expected to be complete in 2013 and construction will begin thereafter. Environmental studies for the Phase 2 project will commence, once funds are available from the Local Alternative Transportation Improvement Program (LATIP). The LATIP has been approved by the California Transportation Commission, and will provide for receipt of funds from sale of the State-owned right associated with the Route 238 Hayward Bypass.

On September 25, 2009, staff received a letter from the City of Hayward describing the issues that have arisen with the proposed alignment for the West A Street Extension between Hesperian Boulevard and Corsair Boulevard. The issue relates to a reclassification of the Hayward Executive Airport by the Federal Aviation Administration, which results in the length of the safety area at the end of the runway being extended from 300 feet to 1,000 feet, which would affect the proposed West A Street Extension. The proposed Whitesell Drive

Extension would remain as originally planned. The City of Hayward has reviewed alternative alignments for the West A Street Extension, including a Tunnel Alternative and a Realigned Surface Alternative. The City has determined both proposed alternatives to be infeasible, but has identified other improvement options, in lieu of the West A Street Extension, that may meet the project objectives and accommodate vehicles seeking access to the Hayward industrial area. The ACTIA Board approved the revised project scope in June 2010.

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

Environmental Clearance was completed on August 5, 2008, and the US Fish and Wildlife Service issued the Biological Opinion on February 1, 2008.

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

Funding for the project includes 2000 Measure B, local funds from the Tri-Valley Transportation Council (TVTC), and recently secured \$20 million of state bond funding from the Corridor Mobility Improvement Account (CMIA). The baseline agreement for the CMIA funding was approved by the California Transportation Commission (CTC) in September 2010. The project has been split into two segments. The construction contract for the first segment is expected to be awarded by the end of 2011 with construction work beginning in early 2012. The second segment is scheduled to be ready for construction during 2013.

- I-80 Integrated Corridor Mobility (ACTIA 27B) -- The San Pablo Avenue Transit and Arterial Operations Improvements project in Alameda and Contra Costa counties is an integral component of the I-80 Integrated Corridor Mobility project. The corridor management project consists of multiple systems and strategies that collectively will address the traffic challenges in the I-80 corridor, both on the freeway and along major arterials. The ACTIA funded project will provide project development funds for the arterial and transit improvements along San Pablo Avenue. Project development is ongoing and construction is anticipated to begin during 2011.
- I-880 North Operational Improvements (ACTIA 27C)
- I-880/Mission Boulevard (Route 262) Interchange Phase 1B/2 (MB196) -- This project includes a portion of the interchange project (Phase 1B) combined with the Warren Avenue Grade Separation project and the relocation of railroad facilities within the project limits. The Santa Clara Valley Transportation Authority (VTA) is implementing the project which is currently in the design phase.

The project is funded by a variety of sources including local funds from the VTA and the City of Fremont, state bond funds from the Highway-Railroad Crossing Safety Account (HRCSA), 1986 Measure B funds remaining from Phase 1A, and STIP funds remaining from Phase 1A. The VTA is in the process of submitting an application to the CTC for additional state bond funds from the Corridor Mobility Improvement Account (CMIA). Construction of the combined project is scheduled for the late 2011/early 2012 timeframe.

- I-880 to Mission Boulevard East-West Connector (MB226) -- The Authority is implementing this project in cooperation with the cities of Union City and Fremont. The Final Environmental Impact Report was certified on May 28, 2009 and the project was approved by the ACTA Board on June 25, 2009. Final design is proceeding and construction is anticipated to begin during 2012.

The project cost estimate was recently updated to \$190 million. Available funding for this project is approximately \$110 million, including \$88 million in Measure B funds. Additional funding is anticipated from various sources, including the dedication of required publicly owned right-of-way, possible future STIP programming and city contributions, Measure B capital reserve surplus, and proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway. AB 1462 was enacted in September 2008, making this project eligible to receive funds generated by the state of state-owned right-of-way associated with the State Route 84 Historic Parkway.

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

#### Projects to Begin Construction after 2013

- Oakland Downtown Streetscape Improvement (ACTIA 4) -- The streetscape improvements along Broadway, Telegraph Avenue and Washington Street in downtown Oakland will replace existing sidewalks, curbs and gutters and add pedestrian amenities. The reconfiguration and enlargement of Latham Square includes street widening and undergrounding utilities. A small portion of the project has been completed, but the majority of the work has been delayed due to the discovery of deteriorated sub-sidewalk basement conditions beneath or adjacent to the proposed work areas. The City of Oakland is addressing the private property issues and the project is expected to resume during 2014.
- Iron Horse Transit Route (ACTIA 9) -- The environmental document for this project, a Mitigated Negative Declaration, was certified by the Dublin City Council in Spring 2007. The City Council, at its hearing approving the FY 2007-08 Capital Improvement Program, tentatively extended the next phases of the project beyond FY 2010-11 in order to better coincide with anticipated funding availability. The Authority approved revised project limits and scope at their May 2010 meeting. A timeframe for construction has not been determined at this point.
- Dumbarton Rail Corridor (DRC) (ACTIA 25) -- The project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. New cost updates for the project released in September 2009 show that the funding shortfall for delivery of the full Dumbarton Rail Corridor project has increased to approximately \$400 million. Though a phased project approach has been recommended to deliver the project, it would not fully address the funding issues.

The Commission recently approved extensions to the Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2013. The publication of the Draft EIS/EIR is on hold, pending direction from the Policy Advisory Committee (PAC) on how to address the funding shortfall. In December 2009, the PAC requested that staff reevaluate the project scope and update ridership projections. The initial findings from

the reevaluation and projections were presented to the PAC at their May 2010 meeting. The PAC is also looking at the potential for funding interim bus operations to enhance ridership on the Dumbarton Bridge and is looking at opportunities for early right-of-way acquisition of the Oakland Subdivision (this segment has already received CEQA environmental clearance by Union City). A timeframe for construction has not been determined at this point.

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

#### Projects Included as "Study Only"

- I-880 Broadway/Jackson Street Interchange (ACTIA 10) -- This project is a study to identify improvements between I-880, I-980 and local streets including access to and from the Posey/Webster Tubes into Alameda. The Project Study Report has been approved by Caltrans, clearing the way to proceed into the Preliminary Engineering/Environmental Document (PE/Env) phase. The Commission recently allocated Measure B funds for the PE/Env phase.

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

- I-680/I-880 Cross Connector Studies (ACTIA 22) -- In 2001, the Santa Clara Valley Transportation Authority (SCVTA) led a study to investigate alternatives for potential I-680/I-880 cross connections along six corridors: three in Alameda County and three in Santa Clara. The final report was completed in June 2005, and identified a program of improvements in each County. In mid-2006, the Alameda County Congestion Management Agency (ACCMA) selected a consultant to explore improvements within Alameda County between I-680 and I-880. The ACCMA consultant is currently working with the Commission and the City of Fremont to develop a Project Study Report (PSR) for the Mission Boulevard/Warm Springs Corridor. The PSR is scheduled for completion during 2011.
- I-580 Corridor/BART to Livermore Studies (ACTIA 26) -- This project involves studies to evaluate improvements in the I-580 Corridor including highway, rail/transit or other parallel route improvements and right-of-way preservation for future rail corridor. Measure B funds are targeted for right-of-way preservation west of the Fallon Road/El Charro Road interchange and to undertake additional studies to determine the rail alignment in that area.

In November 2009, BART released a program level Draft EIR that evaluated different alignments for the BART extension to Livermore, with the goal of gaining consensus on a BART Extension project. The comment period on the Draft EIR closed in January 2010 and the Final Program EIR was certified on July 1, 2010. The Commission recently allocated Measure B funds for BART to proceed with an early implementation plan consisting of analysis and studies related to the current alignment.

- Central Alameda County Freeway System Operational Analysis (MB240) -- This project is being implemented by the Alameda Congestion Management Agency (ACCMa), and consists of an Operational Analysis (completed in late 2007) and selected Project Study Reports (PSR's) for projects in Central Alameda County identified during the analysis. The ACCMA will proceed to complete the PSRs separately for several selected projects on the approved prioritized LATIP project list beginning in 2011.

The project included the development of a LATIP, which is a prioritized list of congestion relief transportation projects in the same corridors that would have benefited from the original SR 238 Hayward Bypass project and that could be constructed in the next five to ten

years. The LATIP was approved by the CTC, and is required to program the proceeds from the sales of the right-of-way that was preserved for the Hayward Bypass project.

#### General

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

#### Role of the Transportation Sales Tax

As previously noted, the local contributions to transportation improvements have been playing an increasingly important role. Alameda County voters have authorized two transportation ½¢ sales taxes over the last three decades. The first 15-year transportation sales tax was approved by voters in 1986 and collection of the sales tax for the first Measure B concluded in 2002. The second ½¢ sales tax was a 20-year program approved by voters in November 2000 with sales tax collection starting in April 2002 when the first tax measure concluded. Combined, these two programs will contribute approximately \$1.8 billion in Measure B funds to transportation improvements in Alameda County. These funds will be used to leverage other federal, state, regional, and local funding sources, thereby accomplishing a total investment package of over \$5.2 billion.

For both measures, the largest single recipient of sales tax funds was capital projects, however the shift in percentages between the first and second Measure B expenditure plans, reflects the changing priorities for the County. For the second Measure B (ACTIA), funding for capital projects decreased as a percentage of the total revenues, while contributions to transit and paratransit services and local streets and roads increased. In the second measure, funding for

bicycle and pedestrian improvements and transit center development was also added. Funding for transit capital projects also increased substantially in the 2000 Measure B 2000 from 26 percent of the capital expenditures in 1986 to 52 percent of the capital expenditures.

While implementation is still occurring on a handful of ACTA projects, the remaining six active projects are all expected to be completed by the end of 2014. Delivery of the ACTIA projects has occurred at a more rapid pace:

- At eight years into the collection of the 2000 Measure B sales tax, eleven of the capital projects from the 2000 Measure B have been completed;
- An additional eleven projects are in construction and another five are expected to go to construction during 2011; and
- Three of the projects provide study money only and each of these projects is underway as well.

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

- Another five projects are expected to be in construction by the end of 2011;
- By 2013, all projects are anticipated to be completed or in construction with the exception of the delayed work for the Oakland Downtown Streetscape Improvement (ACTIA 4) which is expected to resume in 2014, and the Iron Horse Transit Route (ACTIA 9), and the Dumbarton Rail Corridor (ACTIA 25), which have construction timelines to be determined; and
- Completion of all of these projects is anticipated by 2017, which is five years before the expiration of the sales tax measure.

Although ACTIA has had success in project delivery for the 2000 program, there are still projects that we have not been able to fully deliver due to cost increases and funding shortfalls, for example the Dumbarton Corridor Rail project. New transit investments within the county continue to be identified such as the BART Livermore Extension, but funding sources have not been identified and/or secured. In addition, with the changing legislative landscape, new challenges to transportation planning and infrastructure provision are arising. The initiation of the update of the Alameda Countywide Transportation Plan (CWTP) in 2010 provides a unique opportunity to coordinate the update the CWTP with incorporating new mandates and integrating a new vision for transportation investment into a potential next sales tax initiative. By moving forward with these two activities simultaneously, it will be possible to focus the limited resources available to the county in the best way to achieve a shared vision of transportation for the future.

### **Fiscal Impact**

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

### **Attachments**

Attachment A – Project Delivery Plans (including Funding Plans for Approval)

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

Attachment C – 1986 and 2000 Measure B Capital Projects Summary

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## **Project Delivery Summary**

### **BART Warm Springs Extension (Stage 1 – Central Park Subway Contract) ACTIA Project No. 2**

The Warm Springs Extension (WSX) is 5.4-mile extension of the existing Fremont line to a new Warm Springs Station with an optional station at Irvington. The WSX involves extending BART beyond the Fremont Station into southern Alameda County near the County line. The WSX alignment is consistent with plans for extending BART to San Jose.

#### Project Schedule:

| Stage 1 – Central Park Subway Contract |               |      |      |      |      |      |      |      |      |
|--|---------------|------|------|------|------|------|------|------|------|
| Project Phase                          | Schedule      | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
| PS&E                                   | 10/06 - 12/08 |      |      |      |      |      |      |      |      |
| ROW                                    | 11/06 - 02/09 |      |      |      |      |      |      |      |      |
| CON                                    | 09/09 - 03/13 |      |      |      |      |      |      |      |      |

#### Funding Plan:

| Project Component<br>s | Total Costs<br>(\$ x 1,000) | Funding (\$ x 1,000) |                |                  |                  |             |                  |
|------------------------|-----------------------------|----------------------|----------------|------------------|------------------|-------------|------------------|
|                        |                             | ACTIA<br>(2000 MB)   | CMA TIP        | TCRP             | RM2              | BART<br>SFO | Total<br>Funding |
| SCOPE                  | 0                           | 0                    | 0              | 0                | 0                | 0           | 0                |
| PE/ENV                 | 6,550                       | 0                    | 0              | 6,550            | 0                | 0           | 6,550            |
| PS&E                   | 38,228                      | 0                    | 2,163          | 36,065           | 0                | 0           | 38,228           |
| ROWSUP                 | 6,000                       | 0                    | 0              | 0                | 6,000            | 0           | 6,000            |
| ROWCAP                 | 77,018                      | 36,700               | 0              | 40,318           | 0                | 0           | 77,018           |
| UTIL                   | 14,000                      | 0                    | 0              | 14,000           | 0                | 0           | 14,000           |
| CONSUP                 | 38,578                      | 11,966               | 0              | 664              | 25,948           | 0           | 38,578           |
| CONCAP                 | 164,839                     | 50,043               | 0              | 2,836            | 111,960          | 0           | 164,839          |
| CLOSEOUT               | 0                           | 0                    | 0              | 0                | 0                | 0           | 0                |
| CONTING                | 0                           | 0                    | 0              | 0                | 0                | 0           | 0                |
| <b>TOTAL</b>           | <b>\$345,213</b>            | <b>\$98,709</b>      | <b>\$2,163</b> | <b>\$100,433</b> | <b>\$143,908</b> | <b>0</b>    | <b>\$345,213</b> |

Note: All pre-construction costs for both Stage 1 and Stage 2 are included in the Stage 1 summary.



# Project Delivery Summary

## **BART Warm Springs Extension (Stage 2 – Line, Track, Stations and Systems Contract) ACTIA Project No. 2**

The Warm Springs Extension (WSX) is 5.4-mile extension of the existing Fremont line to a new Warm Springs Station with an optional station at Irvington. The WSX involves extending BART beyond the Fremont Station into southern Alameda County near the County line. The WSX alignment is consistent with plans for extending BART to San Jose.

### Project Schedule:

| Stage 2 – Line, Track, Stations and Systems Contract |               |      |      |      |      |      |      |      |      |
|--|---------------|------|------|------|------|------|------|------|------|
| Project Phase  | Schedule      | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
| PE/ENV   | 01/02 - 09/09 |      |      |      |      |      |      |      |      |
| ROW  | 11/06 - 06/10 |      |      |      |      |      |      |      |      |
| UTIL   | 11/06 - 06/10 |      |      |      |      |      |      |      |      |
| CON  | 06/11 - 06/14 |      |      |      |      |      |      |      |      |

### Funding Plan:

| Project Components | Total Costs (\$ x 1,000) | Funding (\$ x 1,000) |                |                 |                 |                 |                 |                 |                   |                  |
|--------------------|--------------------------|----------------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|------------------|
|                    |                          | ACTIA (2000 MB)      | TCRP           | RM1             | RM2             | AB1171          | Prop 1B         | SLPP            | Bart Contribution | Total Funding    |
| SCOPE              | 0                        | 0                    | 0              | 0               | 0               | 0               | 0               | 0               | 0                 | 0                |
| PE/ENV/ PS&E       | 0                        | 0                    | 0              | 0               | 0               | 0               | 0               | 0               | 0                 | 0                |
| ROWSUP             | 0                        | 0                    | 0              | 0               | 0               | 0               | 0               | 0               | 0                 | 0                |
| ROWCAP             | 0                        | 0                    | 0              | 0               | 0               | 0               | 0               | 0               | 0                 | 0                |
| UTIL               | 0                        | 0                    | 0              | 0               | 0               | 0               | 0               | 0               | 0                 | 0                |
| CONSUP             | 104,071                  | 27,689               | 664            | 13,860          | 5,550           | 5,610           | 6,600           | 16,170          | 1,980             | 65,493           |
| CONCAP             | 522,049                  | 156,931              | 2,836          | 70,140          | 26,542          | 28,390          | 33,400          | 81,830          | 10,020            | 357,210          |
| CLOSEOUT           | 0                        | 0                    | 0              | 0               | 0               | 0               | 0               | 0               | 0                 | 0                |
| CONTING            | 0                        | 0                    | 0              | 0               | 0               | 0               | 0               | 0               | 0                 | 0                |
| <b>TOTAL</b>       | <b>\$626,120</b>         | <b>\$184,620</b>     | <b>\$3,500</b> | <b>\$84,000</b> | <b>\$32,092</b> | <b>\$34,000</b> | <b>\$40,000</b> | <b>\$98,000</b> | <b>\$12,000</b>   | <b>\$422,703</b> |





Note: All pre-construction costs for both Stage 1 and Stage 2 are included in the Stage 1 summary.

# Project Delivery Summary

## **I-680 Sunol Express Lanes ACTIA Project No. 8**

The project involves converting High Occupancy Vehicle (HOV) lanes, also known as "carpool" lanes, to High Occupancy Toll (HOT) lanes, also known as "express" lanes, along the I-680 corridor in the area of the Sunol Grade. The conversion requires additional roadway width and installing tolling equipment throughout the corridor.

### Project Schedule:

| Project Phase        | Schedule      | 2007  | 2008 | 2009   | 2010 | 2011 | 2012                  | 2013  | 2014 |
|----------------------|---------------|---|------|--|------|------|-----------------------|---|------|
| Scoping              | 02/04 - 06/05 |   |      |  |      |      |                       |   |      |
| PE/ENV/PS&E          | 10/04 - 03/08 |  |      |  |      |      |                       |   |      |
| ROW                  | 01/13 - 09/16 |   |      |  |      |      |                       |  |      |
| Electric Toll System | 12/08 - 09-10 |   |      |  |      |      |                       |   |      |
| CON                  | 11/08 - 12/11 |   |      |  |      |      | (Landscape to follow) |   |      |

### Funding Plan:

| Project<br>Component<br>s | Total<br>Costs<br>(\$ x 1,000) | Funding (\$ x 1,000) |              |             |             |                |                    |            |                           |                  |
|---------------------------|--------------------------------|----------------------|--------------|-------------|-------------|----------------|--------------------|------------|---------------------------|------------------|
|                           |                                | VPPL                 | HP21<br>Demo | STIP<br>RIP | STIP<br>PPM | TCRP<br>(LONP) | ACTIA<br>(2000 MB) | CMA<br>TIP | Local<br>(Santa<br>Clara) | Total<br>Funding |
| SCOPE                     | 0                              | 0                    | 0            | 0           | 0           | 0              | 0                  | 0          | 0                         |                  |
| PE/ENV/<br>PS&E           | 8,400                          | 1,643                | 2,400        | 0           | 29          | 0              | 3,512              | 662        | 155                       | 8,400            |
| ROWSUP                    | 0                              | 0                    | 0            | 0           | 0           | 0              | 0                  | 0          | 0                         |                  |
| ROWCAP                    | 0                              | 0                    | 0            | 0           | 0           | 0              | 0                  | 0          | 0                         |                  |
| UTILSUP                   | 0                              | 0                    | 0            | 0           | 0           | 0              | 0                  | 0          | 0                         |                  |
| UTILCAP                   | 0                              | 0                    | 0            | 0           | 0           | 0              | 0                  | 0          | 0                         |                  |
| CONSUP                    | 13,526                         | 1,089                | 0.1          | 1,817       | 61          | 0              | 10,021             | 538        | 0                         | 13,526           |
| CONCAP                    | 27,228                         | 733                  | 0            | 6,183       | 0           | 12,000         | 467                | 0          | 7,845                     | 27,228           |
| CLOSEOUT                  | 0                              | 0                    | 0            | 0           | 0           | 0              | 0                  | 0          | 0                         |                  |
| CONTING                   | 0                              | 0                    | 0            | 0           | 0           | 0              | 0                  | 0          | 0                         |                  |
| TOTAL                     | \$49,154                       | \$3,464              | \$2,400      | \$8,000     | \$90        | \$12,000       | \$14,000           | \$1,200    | \$8,000                   | \$49,154         |

# **Project Delivery Summary**

## **Route 84 Expressway (Northern segment – north of Concannon Boulevard to Jack London Boulevard) ACTIA Project No. 24**

The Route 84 Expressway Project involves widening a 4.6-mile section of State Route 84 (Isabel Avenue) from Ruby Hill Drive to Jack London Boulevard from two lanes to four lanes and six lanes.

### Project Schedule:

| Northern Segment – north of Concannon Boulevard to Jack London Boulevard |               |      |      |      |      |      |      |      |      |
|--|---------------|------|------|------|------|------|------|------|------|
| Project Phase  | Schedule      | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
| PE/ENV   | 01/05 - 08/08 |      |      |      |      |      |      |      |      |
| PS&E   | 08/07 - 06/11 |      |      |      |      |      |      |      |      |
| ROW  | 03/08 - 05/11 |      |      |      |      |      |      |      |      |
| UTIL   | 04/11 - 05/11 |      |      |      |      |      |      |      |      |
| CON  | 11/11 - 07/13 |      |      |      |      |      |      |      |      |

### Funding Plan:






| Project Components | Total Costs (\$ x 1,000) | Funding (\$ x 1,000) |                 |            |                |                 |
|--------------------|--------------------------|----------------------|-----------------|------------|----------------|-----------------|
|                    |                          | I-BOND CMIA          | ACTIA (2000 MB) | TVTC       | TBD            | Total Funding   |
| SCOPE              | 0                        | 0                    | 0               | 0          | 0              | 0               |
| PE/ENV             | 996                      | 0                    | 996             | 0          | 0              | 996             |
| PS&E               | 4,398                    | 0                    | 4,198           | 0          | 200            | 4,398           |
| ROWSUP             | 1,002                    | 0                    | 1,002           | 0          | 0              | 1,002           |
| ROWCAP             | 2,460                    | 0                    | 2,460           | 0          | 0              | 2,460           |
| UTILSUP            | 84                       | 0                    | 84              | 0          | 0              | 84              |
| UTILCAP            | 148                      | 0                    | 148             | 0          | 0              | 148             |
| CONSUP             | 4,400                    | 2,100                | 2,140           | 0          | 160            | 4,400           |
| CONCAP             | 35,586                   | 6,300                | 28,206          | 0          | 1,080          | 35,586          |
| CLOSEOUT           | 150                      | 0                    | 150             | 0          | 0              | 150             |
| CONTING            | 1,055                    | 0                    | 55              | 0          | 1,000          | 1,055           |
| <b>TOTAL</b>       | <b>\$50,278</b>          | <b>\$8,400</b>       | <b>\$39,438</b> | <b>\$0</b> | <b>\$2,440</b> | <b>\$50,278</b> |

# **Project Delivery Summary**

## **Route 84 Expressway (Southern segment – south of Ruby Hills Drive to north of Concannon Boulevard) ACTIA Project No. 24**

The Route 84 Expressway Project involves widening a 4.6-mile section of State Route 84 (Isabel Avenue) from Ruby Hill Drive to Jack London Boulevard from two lanes to four lanes and six lanes.

### Project Schedule:

| <b>Southern Segment – south of Ruby Hills Drive to north of Concannon Boulevard</b> |                      |  |  |             |             |             |   |             |  |
|---|----------------------|--|--|-------------|-------------|-------------|---|-------------|--|
| <b>Project Phase</b>  | <b>Schedule</b>      | <b>2007</b>  | <b>2008</b>  | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b>   | <b>2013</b> | <b>2014</b>  |
| <b>PE/ENV</b>   | <b>01/05 - 08/08</b> |   |  |             |             |             |   |             |  |
| <b>PS&amp;E</b>   | <b>08/07 - 07/13</b> |  |  |             |             |             |   |             |  |
| <b>ROW</b>  | <b>03/08 - 06/13</b> |  |  |             |             |             |   |             |  |
| <b>UTIL</b>   | <b>02/12 - 06/13</b> |  |  |             |             |             |  |             |  |
| <b>CON</b>  | <b>10/13 - 10/15</b> |  |  |             |             |             |   |             |  |

### Funding Plan:

| <b>Project Components</b> | <b>Total Costs (\$ x 1,000)</b> | <b>Funding (\$ x 1,000)</b> |                        |                 |                |                      |
|---------------------------|---------------------------------|-----------------------------|------------------------|-----------------|----------------|----------------------|
|                           |                                 | <b>I-BOND CMIA</b>          | <b>ACTIA (2000 MB)</b> | <b>TVTC</b>     | <b>TBD</b>     | <b>Total Funding</b> |
| SCOPE                     | 0                               | 0                           | 0                      | 0               | 0              | 0                    |
| PE/ENV                    | 1,494                           | 0                           | 1,494                  | 0               | 0              | 1,494                |
| PS&E                      | 6,597                           | 0                           | 6,297                  | 0               | 300            | 6,597                |
| ROWSUP                    | 1,503                           | 0                           | 1,503                  | 0               | 0              | 1,503                |
| ROWCAP                    | 3,643                           | 0                           | 3,643                  | 0               | 0              | 3,643                |
| UTILSUP                   | 126                             | 0                           | 126                    | 0               | 0              | 126                  |
| UTILCAP                   | 15,094                          | 0                           | 11,594                 | 0               | 3,500          | 15,094               |
| CONSUP                    | 6,350                           | 2,900                       | 3,210                  | 0               | 240            | 6,350                |
| CONCAP                    | 49,473                          | 8,700                       | 29,153                 | 10,000          | 1,620          | 49,473               |
| CLOSEOUT                  | 0                               | 0                           | 0                      | 0               | 0              | 0                    |
| CONTING                   | 1,500                           | 0                           | 0                      | 0               | 1,500          | 1,500                |
| <b>TOTAL</b>              | <b>\$85,781</b>                 | <b>\$11,600</b>             | <b>\$57,021</b>        | <b>\$10,000</b> | <b>\$7,160</b> | <b>\$85,781</b>      |

# **Project Delivery Summary**

## **East-West Connector Project ACTIA Project No. MB 226**

The East-West Connector Project will provide an improved link between I-880 and Route 238 (Mission Boulevard) in the cities of Fremont and Union City.

### Project Schedule:

| <b>Line, Track, Stations and Systems Contract</b> |                      |             |             |             |             |             |             |             |             |
|---|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Project Phase</b>                              | <b>Schedule*</b>     | <b>2007</b> | <b>2008</b> | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> |
| <b>PS&amp;E</b>                                   | <b>10/06 - 12/08</b> |             |             |             |             |             |             |             |             |
| <b>ROW</b>  | <b>11/06 - 02/09</b> |             |             |             |             |             |             |             |             |
| <b>CON</b>  | <b>09/09 - 03/13</b> |             |             |             |             |             |             |             |             |

### Funding Plan:

| <b>Project Components</b> | <b>Total Costs<br/>( x 1,000)</b> | <b>Funding ( x 1,000)</b> |                           |   |  |                 |                          |
|---------------------------|-----------------------------------|---------------------------|---------------------------|---|--|-----------------|--------------------------|
|                           |                                   | <b>STIP RIP</b>           | <b>ACTA<br/>(1986 MB)</b> | <b>Local (City<br/>of Union<br/>City)</b> | <b>ACFCD &amp;<br/>Union City<br/>Line "M"<br/>Funding</b> | <b>TBD</b>      | <b>Total<br/>Funding</b> |
| SCOPE                     | 0                                 | 0                         | 0                         | 0   | 0  | 0               | 0                        |
| PE/ENV                    | 5,357                             | 0                         | 5,357                     | 0   | 0  | 0               | 5,357                    |
| PS&E                      | 9,368                             | 0                         | 9,370                     | 0   | 0  | 0               | 9,370                    |
| ROWSUP                    | 1,000                             | 0                         | 1,000                     | 0   | 0  | 0               | 1,000                    |
| ROWCAP                    | 16,517                            | 0                         | 16,517                    | 0   | 0  | 0               | 16,517                   |
| UTILSUP                   | 201                               | 0                         | 200                       | 0   | 0  | 0               | 200                      |
| UTILCAP                   | 1,500                             | 0                         | 1,500                     | 0   | 0  | 0               | 1,500                    |
| CONSUP                    | 14,900                            | 0                         | 8,000                     | 0   | 0  | 6,900           | 14,900                   |
| CONCAP                    | 136,000                           | 9,300                     | 46,825                    | 8,600                                     | 2,500  | 68,775          | 136,000                  |
| CLOSEOUT                  | 150                               | 0                         | 0                         | 0   | 0  | 150             | 150                      |
| CONTING                   | 5,000                             | 0                         | 0                         | 0   | 0  | 5,000           | 5,000                    |
| <b>TOTAL</b>              | <b>\$189,993</b>                  | <b>\$9,300</b>            | <b>\$88,770</b>           | <b>\$8,600</b>                            | <b>\$2,500</b>   | <b>\$80,825</b> | <b>\$189,995</b>         |

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

**Attachment B**

| ACTIA<br>Project No.   | Project Name   | Project Type            | Project Funding Sources (\$ x million) |                   |         |       |          |       | Total Funding<br>(All Sources) |       |
|------------------------|--|-------------------------|--|-------------------|---------|-------|----------|-------|--------------------------------|-------|
|                        |  |                         | 1986<br>Measure B                      | 2000<br>Measure B | Federal | State | Regional | Local |                                |       |
| ACTIA 1                | Altamont Commuter Express Rail   | Mass Transit            | 0.0                                    | 13.2              | 5.5     | 84.1  | 0.0      | 59.0  | 243.9                          | 405.7 |
| ACTIA 2                | BART Warm Springs Extension  | Mass Transit            | 0.0                                    | 224.4             | 0.0     | 299.4 | 321.0    | 49.2  | 0.0                            | 894.0 |
| ACTIA 3                | BART Oakland Airport Connector   | Mass Transit            | 0.0                                    | 89.1              | 130.7   | 78.9  | 146.2    | 39.3  | 0.0                            | 484.2 |
| ACTIA 4                | Downtown Oakland Streetscape Improvement                                   | Bicycle and Pedestrian  | 0.0                                    | 6.4               | 0.0     | 0.0   | 0.0      | 8.5   | 0.0                            | 14.9  |
| ACTIA 5                | Fruitvale Transit Village  | Mass Transit            | 0.0                                    | 4.4               | 0.0     | 7.7   | 0.0      | 1.4   | 0.0                            | 13.5  |
| ACTIA 6                | Union City Intermodal Station  | Mass Transit            | 0.0                                    | 12.6              | 20.4    | 7.7   | 0.0      | 6.3   | 0.0                            | 47.0  |
| ACTIA 7A               | Telegraph Avenue Corridor Bus Rapid Transit                                | Mass Transit            | 0.0                                    | 10.4              | 95.1    | 52.7  | 50.2     | 0.0   | 24.2                           | 232.6 |
| ACTIA 7B               | San Pablo Corridor Rapid Bus   | Mass Transit            | 0.0                                    | 2.8               | 0.0     | 0.0   | 0.0      | 0.0   | 0.0                            | 2.8   |
| ACTIA 7C               | Telegraph Avenue Corridor Rapid Bus  | Mass Transit            | 0.0                                    | 11.2              | 0.0     | 8.9   | 6.7      | 0.0   | 0.0                            | 26.8  |
| ACTIA 8 <sup>1</sup>   | I-680 Sunol Express Lanes  | Highway                 | 0.0                                    | 35.2              | 5.4     | 8.0   | 0.0      | 8.0   | 0.0                            | 56.6  |
| ACTIA 9                | Iron Horse Transit Route   | Mass Transit            | 0.0                                    | 6.3               | 0.0     | 0.0   | 0.0      | 4.9   | 0.0                            | 11.2  |
| ACTIA 10               | I-680/Broadway-Jackson Interchange Improvement                             | Highway                 | 0.0                                    | 8.1               | 0.0     | 6.0   | 0.0      | 0.0   | 135.2                          | 149.4 |
| ACTIA 11               | I-680/Washington Avenue Interchange Improvement                            | Highway                 | 0.0                                    | 1.3               | 0.5     | 0.0   | 0.0      | 1.4   | 0.0                            | 3.2   |
| ACTIA 12 <sup>2</sup>  | I-580 /Castro Valley Interchanges Improvements                             | Highway                 | 15.0                                   | 11.5              | 1.9     | 4.8   | 0.0      | 0.0   | 0.0                            | 33.2  |
| ACTIA 13 <sup>3</sup>  | Lewelling/East Lewelling Boulevard Widening                                | Local Streets and Roads | 0.0                                    | 13.1              | 0.0     | 4.3   | 0.0      | 13.9  | 0.0                            | 31.3  |
| ACTIA 14A              | I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)                    | Highway                 | 0.0                                    | 2.5               | 0.0     | 0.0   | 0.0      | 0.0   | 0.0                            | 2.5   |
| ACTIA 14B              | I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)                  | Highway                 | 0.0                                    | 2.7               | 0.0     | 0.0   | 0.0      | 2.4   | 0.0                            | 5.1   |
| ACTIA 14C <sup>4</sup> | I-580 EB Auxiliary Lane (El Charro Road to Airway Boulevard)               | Highway                 | 0.0                                    | 7.7               | 0.0     | 0.0   | 0.0      | 0.0   | 0.0                            | 7.7   |
| ACTIA 15               | Route 92/Clawiter - Whitesell Interchange and Reliever Route               | Highway                 | 0.0                                    | 27.0              | 0.0     | 0.0   | 0.0      | 0.0   | 0.0                            | 27.0  |
| ACTIA 16               | Oakland Local Streets Rehabilitation                                       | Local Streets and Roads | 0.0                                    | 5.3               | 0.0     | 0.0   | 0.0      | 0.0   | 0.0                            | 5.3   |
| ACTIA 17A              | Hesperian/Lewelling Boulevard Intersection Improvement - Stage 1           | Local Streets and Roads | 0.0                                    | 0.6               | 0.0     | 0.0   | 0.0      | 0.1   | 0.0                            | 0.7   |
| ACTIA 17B <sup>3</sup> | Hesperian/Lewelling Boulevard Intersection Improvement - Stage 2           | Local Streets and Roads | 0.0                                    | 0.7               | 0.0     | 0.0   | 0.0      | 0.0   | 0.0                            | 0.7   |
| ACTIA 18A              | Westgate Parkway Extension - Stage 1                                       | Local Streets and Roads | 0.0                                    | 7.9               | 0.0     | 0.0   | 0.0      | 0.0   | 0.0                            | 7.9   |
| ACTIA 18B              | Westgate Parkway Extension   | Local Streets and Roads | 0.0                                    | 2.7               | 0.0     | 0.0   | 0.0      | 0.0   | 0.0                            | 2.7   |
| ACTIA 19               | East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement | Local Streets and Roads | 0.0                                    | 1.0               | 0.0     | 0.0   | 0.0      | 2.1   | 0.0                            | 3.1   |
| ACTIA 20               | Newark Local Streets Rehabilitation  | Local Streets and Roads | 0.0                                    | 1.4               | 0.0     | 0.0   | 0.0      | 4.1   | 0.0                            | 5.5   |
| ACTIA 21               | I-238 Widening   | Highway                 | 0.0                                    | 81.0              | 18.3    | 29.2  | 0.0      | 3.3   | 0.0                            | 131.8 |

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.

<sup>1</sup>Total Project Funding amount shown includes southbound Express Lane costs plus \$20M of Measure B remaining for northbound.

<sup>2</sup>ACTIA 12 includes 1986 Measure B funding from MB 239.

<sup>3</sup>A portion of the scope from ACTIA 17B was incorporated into ACTIA 13.

<sup>4</sup>2000 Measure B funding for ACTIA 14C exchanged for State funds. Measure B funds made available for ACTIA 21.

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

| ACTIA<br>Project No.                          | Project Name   | Project Type            | Project Funding Sources (\$ x million) |                   |                 |                 |                 |                 | Total Funding<br>(All Sources) |                   |
|---|--|-------------------------|--|-------------------|-----------------|-----------------|-----------------|-----------------|--------------------------------|-------------------|
|   |  |                         | 1986<br>Measure B                      | 2000<br>Measure B | Federal         | State           | Regional        | Local           |                                |                   |
| ACTIA 22                                      | I-680/I-880 Cross Connector Studies                                      | Highway                 | 0.0                                    | 1.2               | 0.0             | 1.0             | 0.0             | 0.3             | 0.0                            | 2.5               |
| ACTIA 23                                      | Isabel Avenue - Route 84/I-580 Interchange                               | Highway                 | 0.0                                    | 26.5              | 11.3            | 68.0            | 0.0             | 48.6            | 0.0                            | 154.4             |
| ACTIA 24                                      | Route 84 Expressway  | Highway                 | 0.0                                    | 96.5              | 0.0             | 20.0            | 0.0             | 10.0            | 9.6                            | 136.1             |
| ACTIA 25                                      | Dumbarton Rail Corridor  | Mass Transit            | 0.0                                    | 19.4              | 0.0             | 39.0            | 134.9           | 108.0           | 399.4                          | 700.7             |
| ACTIA 26                                      | I-580 Corridor/BART to Livermore Studies ROW Preservation                | Mass Transit            | 0.0                                    | 11.8              | 0.0             | 1.8             | 1.2             | 0.0             | 0.0                            | 14.8              |
| ACTIA 27                                      | Emerging Projects  | -                       | 0.0                                    | 6.3               | 0.0             | 0.0             | 0.0             | 0.0             | 0.0                            | 6.3               |
| ACTIA 27A                                     | Vasco Road Safety Improvements   | Local Streets and Roads | 0.0                                    | 1.5               | 4.7             | 12.2            | 0.0             | 4.0             | 0.0                            | 22.4              |
| ACTIA 27B                                     | I-80 Integrated Corridor Mobility Project                                | Highway                 | 0.0                                    | 1.8               | 3.2             | 77.7            | 0.0             | 11.4            | 0.0                            | 94.1              |
| ACTIA 27C                                     | I-880 North Safety and Operational Improvements at 23rd/<br>29th Avenues | Highway                 | 0.0                                    | 0.8               | 1.8             | 85.0            | 10.0            | 0.9             | 3.3                            | 101.7             |
| MB175   | I-880/Route 92 Interchange   | Highway                 | 9.6                                    | 0.0               | 0.0             | 0.0             | 235.0           | 0.0             | 0.0                            | 244.6             |
| MB196   | I-880/Route 262 Mission Boulevard Interchange - Phase 1B/2               | Highway                 | 3.5                                    | 0.0               | 3.8             | 64.3            | 0.0             | 23.3            | 57.3                           | 152.2             |
| MB226   | I-880 to Mission Boulevard East-West Connector                           | Local Streets and Roads | 88.8                                   | 0.0               | 0.0             | 9.3             | 0.0             | 11.1            | 80.8                           | 190.0             |
| MB238   | Route 238/Mission-Foothill-Jackson Corridor Improvement                  | Local Streets and Roads | 80.0                                   | 0.0               | 0.0             | 0.0             | 0.0             | 11.5            | 6.5                            | 98.0              |
| MB239   | I-580/Redwood Road Interchange (Included in ACTIA 12)                    | Highway                 | 0.0                                    | 0.0               | 0.0             | 0.0             | 0.0             | 0.0             | 0.0                            | 0.0               |
| MB240   | Central Alameda County Freeway System Operational Analysis               | Highway                 | 5.0                                    | 0.0               | 0.0             | 0.0             | 0.0             | 0.7             | 0.0                            | 5.7               |
| MB241   | Castro Valley Local Area Traffic Circulation Improvement                 | Local Streets and Roads | 5.0                                    | 0.0               | 0.0             | 0.0             | 0.0             | 0.0             | 0.0                            | 5.0               |
| <b>1986 AND 2000 MEASURE B PROJECTS TOTAL</b> |  |                         | <b>\$ 206.9</b>                        | <b>\$ 756.2</b>   | <b>\$ 302.6</b> | <b>\$ 970.0</b> | <b>\$ 905.2</b> | <b>\$ 433.6</b> | <b>\$ 960.2</b>                | <b>\$ 4,534.7</b> |

Table 2 - 1986 and 2000 Measure B Capital Projects Summary

| Completed Projects               | Project Name   | Project Type            | Current Project Phase | Construction Start Date | Construction Completion Date | (\$ x million)       |                             |
|----------------------------------|--|-------------------------|-----------------------|-------------------------|------------------------------|----------------------|-----------------------------|
|                                  |  |                         |                       |                         |                              | Measure B Commitment | Total Funding (All Sources) |
| ACTIA 5                          | Fruitvale Transit Village  | Mass Transit            | Complete              | October 2002            | March 2004                   | 4.4                  | 13.5                        |
| ACTIA 7B                         | San Pablo Corridor Rapid Bus                                     | Mass Transit            | Complete              | March 2008              | December 2009                | 2.8                  | 2.8                         |
| ACTIA 7C                         | Telegraph Avenue Corridor Rapid Bus                              | Mass Transit            | Complete              | June 2005               | December 2009                | 11.2                 | 26.8                        |
| ACTIA 11                         | I-880/Washington Avenue Interchange Improvement                  | Highway                 | Complete              | April 2009              | May 2010                     | 1.3                  | 3.2                         |
| ACTIA 12 <sup>1</sup>            | I-580/Castro Valley Interchanges Improvements                    | Highway                 | Complete              | June 2008               | September 2010               | 11.5                 | 33.2                        |
| ACTIA 14A                        | I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)          | Highway                 | Complete              | March 2009              | December 2009                | 2.5                  | 2.5                         |
| ACTIA 16                         | Oakland Local Streets Rehabilitation                             | Local Streets and Roads | Complete              | July 2004               | December 2006                | 5.3                  | 5.3                         |
| ACTIA 17A                        | Hesperian/Lewelling Boulevard Intersection Improvement - Stage 1 | Local Streets and Roads | Complete              | October 2003            | June 2004                    | 0.6                  | 0.7                         |
| ACTIA 18A                        | Westgate Parkway Extension - Stage 1                             | Local Streets and Roads | Complete              | June 2004               | October 2006                 | 7.9                  | 7.9                         |
| ACTIA 20                         | Newark Local Streets Rehabilitation                              | Local Streets and Roads | Complete              | June 2003               | February 2006                | 1.4                  | 5.5                         |
| ACTIA 21 <sup>3</sup>            | I-238 Widening   | Highway                 | Complete              | September 2006          | October 2009                 | 81.0                 | 131.8                       |
| ACTIA 27A                        | Vasco Road Safety Improvements                                   | Local Streets and Roads | Complete              | January 2005            | June 2009                    | 1.5                  | 22.4                        |
| MB239 <sup>1</sup>               | I-580/Redwood Road Interchange                                   | Highway                 | Complete              | June 2008               | October 2010                 | 15.0                 | 0.0                         |
| SUBTOTAL (13 Completed Projects) |  |                         |                       |                         |                              | \$ 146.4             | \$ 255.6                    |

| Currently in Construction                     | Project Name   | Project Type            | Current Project Phase | Construction Start Date | Construction Completion Date | (\$ x million)       |                             |
|---|--|-------------------------|-----------------------|-------------------------|------------------------------|----------------------|-----------------------------|
|   |  |                         |                       |                         |                              | Measure B Commitment | Total Funding (All Sources) |
| ACTIA 1                                       | Altamont Commuter Express Rail   | Mass Transit            | Construction          | June 2003               | TBD                          | 13.2                 | 405.7                       |
| ACTIA 2                                       | BART Warm Springs Extension  | Mass Transit            | Construction          | September 2009          | June 2014                    | 224.4                | 894.0                       |
| ACTIA 3                                       | BART Oakland Airport Connector   | Mass Transit            | Construction          | February 2010           | June 2013                    | 89.1                 | 484.2                       |
| ACTIA 4 - Phase 4A, 4B, 4C, Phase 4D complete | Downtown Oakland Streetscape Improvement   | Bicycle and Pedestrian  | Construction on hold  | September 2007          | June 2015                    | 6.4                  | 14.9                        |
| ACTIA 6                                       | Union City Intermodal Station  | Mass Transit            | Construction          | June 2007               | March 2011                   | 12.6                 | 47.0                        |
| ACTIA 8 <sup>2</sup>                          | I-680 Sunol Express Lanes  | Highway                 | Construction          | October 2008            | July 2011                    | 35.2                 | 56.6                        |
| ACTIA 13/17B                                  | Lewelling/East Lewelling Boulevard Widening and Hesperian Boulevard/Lewelling Boulevard Intersection Improvement | Local Streets and Roads | Construction          | July 2009               | December 2011                | 13.8                 | 32.0                        |
| ACTIA 14C <sup>3</sup>                        | I-580 EB Auxiliary Lane (El Charro Road to Airway Boulevard)   | Highway                 | Construction          | January 2009            | May 2011                     | 7.7                  | 7.7                         |
| ACTIA 23                                      | Isabel Avenue - Route 84/I-580 Interchange   | Highway                 | Construction          | January 2009            | April 2012                   | 26.5                 | 154.4                       |
| MB175 <sup>4</sup>                            | I-880/Route 92 Interchange   | Highway                 | Construction          | October 2007            | September 2011               | 9.6                  | 244.6                       |
| MB238   | Route 238/Mission-Foothill-Jackson Corridor Improvement  | Local Streets and Roads | Construction          | August 2010             | December 2012                | 80.0                 | 98.0                        |
| SUBTOTAL (12 Projects in Construction)        |  |                         |                       |                         |                              | \$ 518.5             | \$ 2,439.1                  |

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.

<sup>1</sup> Project costs for MB 239 included with ACTIA 12.

<sup>2</sup> Total Project Funding amount shown includes southbound Express Lane costs plus \$20M of Measure B remaining for northbound.

<sup>3</sup> 2000 Measure B funding for ACTIA 14C exchanged for State funds. Measure B funds made available for ACTIA 21.

<sup>4</sup> Project was part of the Route 880 (Nimitz) Widening Project and was segmented to accelerate project delivery.



**Table 2 - 1986 and 2000 Measure B Capital Projects Summary**

| Construction to Begin in 2011                              | Project Name   | Project Type            | Current Project Phase   | Construction Start Date | Construction Completion Date | (\$ x million)       |                             |
|--|--|-------------------------|-------------------------|-------------------------|------------------------------|----------------------|-----------------------------|
|  |  |                         |                         |                         |                              | Measure B Commitment | Total Funding (All Sources) |
| ACTIA 14B  | I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)                  | Highway                 | Design                  | September 2011          | June 2014                    | 2.7                  | 5.1                         |
| ACTIA 18B  | Westgate Parkway Extension   | Local Streets and Roads | Design                  | May 2011                | September 2014               | 2.7                  | 2.7                         |
| ACTIA 19   | East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement | Local Streets and Roads | Design and Right-of-Way | July 2011               | April 2013                   | 1.0                  | 3.1                         |
| ACTIA 24   | Route 84 Expressway  | Highway                 | Design                  | November 2011           | October 2015                 | 96.5                 | 136.1                       |
| ACTIA 27B  | I-80 Integrated Corridor Mobility  | Highway                 | Design                  | September 2011          | May 2013                     | 1.8                  | 94.1                        |
| MB196 <sup>4</sup>   | I-880/Route 262 Mission Boulevard Interchange - Phase 1B/2                 | Highway                 | Design and Right-of-Way | November 2011           | October 2014                 | 3.5                  | 152.2                       |
| <b>SUBTOTAL (6 Projects to Begin Construction in 2011)</b> |  |                         |                         |                         |                              | <b>\$ 108.2</b>      | <b>\$ 393.3</b>             |

| Construction to Begin in 2012-2013  | Project Name   | Project Type            | Current Project Phase   | Construction Start Date | Construction Completion Date | (\$ x million)       |                             |
|---|--|-------------------------|-------------------------|-------------------------|------------------------------|----------------------|-----------------------------|
|   |  |                         |                         |                         |                              | Measure B Commitment | Total Funding (All Sources) |
| ACTIA 7A  | Telegraph Avenue Corridor Bus Rapid Transit                          | Mass Transit            | Environmental           | January 2013            | September 2016               | 10.4                 | 232.6                       |
| ACTIA 15  | Route 92/Clawiter - Whitesell Interchange and Reliever Route         | Highway                 | Design                  | July 2013               | January 2015                 | 27.0                 | 27.0                        |
| ACTIA 27C   | I-880 North Safety and Operational Improvements at 23rd/29th Avenues | Highway                 | Design                  | October 2012            | October 2014                 | 0.8                  | 101.7                       |
| MB226   | I-880 to Mission Boulevard East-West Connector                       | Local Streets and Roads | Design and Right-of-Way | May 2012                | December 2014                | 88.8                 | 190.0                       |
| <b>SUBTOTAL (2 Projects to Begin Construction in 2012 and 2 Projects to Begin Construction in 2013)</b> |  |                         |                         |                         |                              | <b>\$ 127.0</b>      | <b>\$ 551.3</b>             |

| Project Studies, Undetermined Construction Schedules, and Emerging Project                          | Project Name   | Project Type            | Current Project Phase   | Construction Start Date | Construction Completion Date | (\$ x million)       |                             |
|---|--|-------------------------|-------------------------|-------------------------|------------------------------|----------------------|-----------------------------|
|   |  |                         |                         |                         |                              | Measure B Commitment | Total Funding (All Sources) |
| ACTIA 9   | Iron Horse Transit Route                                   | Mass Transit            | Design                  | TBD                     | TBD                          | 6.3                  | 11.2                        |
| ACTIA 10  | I-880/Broadway-Jackson Interchange Improvement             | Highway                 | Scoping                 | N/A                     | N/A                          | 8.1                  | 149.4                       |
| ACTIA 22  | I-680/I-880 Cross Connector Studies                        | Highway                 | Scoping                 | N/A                     | N/A                          | 1.2                  | 2.5                         |
| ACTIA 25  | Dumbarton Rail Corridor                                    | Mass Transit            | Environmental           | TBD                     | TBD                          | 19.4                 | 700.7                       |
| ACTIA 26  | I-580 Corridor/BART to Livermore Studies                   | Mass Transit            | Environmental           | N/A                     | N/A                          | 11.8                 | 14.8                        |
| ACTIA 27  | Emerging Projects  | -                       | -                       | N/A                     | N/A                          | 6.3                  | 6.3                         |
| MB240   | Central Alameda County Freeway System Operational Analysis | Highway                 | Scoping                 | N/A                     | N/A                          | 5.0                  | 5.7                         |
| MB241   | Castro Valley Local Area Traffic Circulation Improvement   | Local Streets and Roads | Preliminary Engineering | TBD                     | TBD                          | 5.0                  | 5.0                         |
| <b>SUBTOTAL (5 Project Studies, 2 Undetermined Construction Schedules, and 1 Undefined Project)</b> |  |                         |                         |                         |                              | <b>\$ 63.1</b>       | <b>\$ 895.6</b>             |

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.  
<sup>3</sup> 2000 Measure B funding for ACTIA 14C exchanged for State funds. Measure B funds made available for ACTIA 21.

Table 2 - 1986 and 2000 Measure B Capital Projects Summary

| # of Projects | Summary of Projects   | Project Type            | (\$ x million)             |                             |
|---------------|---|-------------------------|----------------------------|-----------------------------|
|               |   |                         | Total Measure B Commitment | Total Funding (All Sources) |
| 11            | ACTIA 1, ACTIA 2, ACTIA 3, ACTIA 5, ACTIA 6, ACTIA 7A, ACTIA 7B, ACTIA 7C, ACTIA 9, ACTIA 25, ACTIA 26  | Mass Transit            | 405.6                      | 2,833.3                     |
| 17            | ACTIA 8, ACTIA 10, ACTIA 11, ACTIA 12, ACTIA 14A, ACTIA 14B, ACTIA 14C, ACTIA 15, ACTIA 21, ACTIA 22, ACTIA 23, ACTIA 24, ACTIA 27B, ACTIA 27C, MB196, MB239, MB240 | Highway                 | 336.9                      | 1,307.8                     |
| 12            | ACTIA 13, ACTIA 16, ACTIA 17A, ACTIA 17B, ACTIA 18A, ACTIA 18B, ACTIA 19, ACTIA 20, ACTIA 27A, MB226, MB238, MB241  | Local Streets and Roads | 208.0                      | 372.6                       |
| 1             | ACTIA 4   | Bicycle and Pedestrian  | 6.4                        | 14.9                        |
| 1             | ACTIA 27  | Emerging                | 6.3                        | 6.3                         |
| GRAND TOTAL   |   |                         | \$ 963.1                   | \$ 4,534.8                  |

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## Memorandum

**DATE:** April 11, 2011

**TO:** Programs and Projects Committee

**FROM:** Arthur L. Dao, Executive Director  
Ray Akkawi, Manager of Project Delivery

**SUBJECT:** Acceptance of Semi-Annual ACCMA Capital Projects Status Update and Approval of Funding Plans

### Recommendations

It is recommended that the Commission accept the Semi-Annual Capital Projects Status Update for major projects sponsored by the ACCMA, now the Commission, and approve the project funding plans and project delivery schedules in Attachment A.

### Summary

Under agreements and in partnership with the California Transportation Commission (CTC) and Caltrans, the Alameda CTC is implementing the design and construction of several major freeway congestion relief projects funded with the State Proposition 1B Infrastructure Bonds approved by the voters in 2006. The CTC programmed \$323.7 million from the Corridor Mobility Improvement Account (CMIA) of the I-Bond Program to the Alameda CTC for specific projects on Interstates 80, 580, and 880. The CTC also programmed an additional \$73 million from the Trade Corridor Improvement Fund (TCIF) of the I-Bond Program to improve operations and safety at the I-880/23<sup>rd</sup> and 29<sup>th</sup> Avenues Interchange in Oakland.

This memorandum provides a status update on 13 active Alameda CTC projects (formerly ACCMA sponsored projects). Of these projects, one is categorized as "Study Only" since funding for the construction phase has not been identified at this time. The current phase and estimated construction schedule of each of the active projects are summarized on the following page in **Table 1**. The Background section of this memorandum includes additional information regarding each of the projects including status update and issues regarding project delivery. Project delivery schedules and project funding plans are illustrated in **Attachment A** at the end of the update.

**Table 1: Project Schedule Summary Table**

| <i>Project No.</i> | <i>Project Title</i>  | <i>Current Phase</i> | <i>Construction Schedule</i> |
|--------------------|---|----------------------|------------------------------|
| 410.0              | I-880 North Safety and Operational Improvements Project at 23rd/29th Avenues                    | Design               | Aug 2012 - Oct 2014          |
| 430.0              | I-880 Southbound HOV Lane Extension Project – North Segment                                     | Design               | Aug 2012 – Aug 2014          |
| 430.0              | I-880 Southbound HOV Lane Extension Project – South Segment                                     | Design               | Apr 2012 – May 2015          |
| 491.0              | I-80 Integrated Corridor Mobility (ICM) Project   | Design               | --                           |
| 491.1              | <i>I-80 ICM Package #1 - Software Procurement (Phase 2)</i>                                     | <i>Design</i>        | <i>Mar2012 – Apr 2015</i>    |
| 491.2              | <i>I-80 ICM Package #2 - Specialty Material Procurement</i>                                     | <i>Design</i>        | <i>Oct 2012 – Apr 2014</i>   |
| 491.3              | <i>I-80 ICM Package #3 - Traffic Operations System (TOS)</i>                                    | <i>Advertisement</i> | <i>Apr 2011 – May 2012</i>   |
| 491.4              | <i>I-80 ICM Package #4 - Adaptive Ramp Metering (ARM)</i>                                       | <i>Design</i>        | <i>May 2012 – Dec 2013</i>   |
| 491.5              | <i>I-80 ICM Package #5 - Active Traffic Management (ATM)</i>                                    | <i>Design</i>        | <i>May 2012 – Apr 2014</i>   |
| 491.6              | <i>I-80 ICM Package #6 – San Pablo Corridor Arterial &amp; Transit Improvement</i>              | <i>Advertisement</i> | <i>May 2011 – Dec 2013</i>   |
| 491.7              | <i>I-80 ICM Package #7</i>  | <i>Design</i>        | <i>TBD</i>                   |
| 420.0              | I-580 Eastbound HOV Lane Project  | Complete             | Complete                     |
| 424.0              | I-580 Westbound HOV Lane Project, West Segment  | Design               | Jun 2012 – Jun 2014          |
| 424.0              | I-580 Westbound HOV Lane Project, East Segment  | Design               | May 2012 – May 2014          |
| 424.1              | I-580 Westbound Express (HOT) Lane Project  | Scoping              | Sep 2013 – Mar 2014          |
| 420.5              | I-580 Eastbound Aux Lane Project  | PE / Environmental   | Aug 2012 – Aug 2014          |
| 420.4              | I-580 Eastbound Express (HOT) Lane Project  | PE / Environmental   | Aug 2012 – Aug 2014          |
| 210 / 372          | I-680 Express (HOT) Lane Project: Civil, System Integration, Landscape and Mitigation Contracts | Construction         | Nov 2008 – Dec 2011          |
| 265.0              | I-80 Gilman Interchange Improvements  | Scoping              | Study Only                   |
| 440.0              | Webster Street SMART Corridor Project   | Design               | Apr 2011 – Dec 2013          |

Since the last status update in November 2010, the following milestones have been achieved:

- I-80 ICM Project - The CTC voted funds for both Package #3 TOS and Package #6 San Pablo Project, in January 2011. A Request for Bids was released for Project #3 TOS on March 1, 2011.
- I-580 San Leandro Soundwalls - Construction on the project was completed November 2010. The contract was accepted by the Alameda CTC Board in January 2011.
- I-580 Eastbound HOV Lane - A ribbon cutting for the remaining portion of the Eastbound HOV lane between Hacienda and Airway was held on November 10, 2010 with contract completion in March 2011.

## Background

**I-880 North Safety and Operational Improvements at 23rd/29th Avenues (Project No. 410.0)** – This project will construct operational and safety improvements on Interstate 880 at the existing overcrossings of 29<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue in the City of Oakland. Improvements include replacing three freeway overcrossing structures and multiple improvements to the northbound on and off ramps, as well as the freeway mainline. The Final Project Report and Environmental Document were approved by Caltrans in April 2010. A consultant team has been selected to prepare the civil and structural design packages for the project. The 35% PS&E design package was submitted to Caltrans for review on February 22, 2011 and Bridge Type Selection was approved by Caltrans on March 31, 2011. Additional funding of \$ 1.5 million; a combination of Measure B (\$750,000) and CMA TIP funds (\$750,000) was approved by the Alameda CTC Board in December 2010 to fund completion of final design and Right of Way (ROW) acquisition activities.

This project is funded with \$73 million from the TCIF of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B November 2006. The current estimated total project cost is \$95 million.

## Key Project Issues

- Project funding shortfall – The project funding shortfall has been reduced to \$1.6 million with the programming of additional funds by the Alameda CTC in December 2010. A plan to address the remaining shortfall is under consideration. Staff is reviewing items that can be adjusted or re-scoped while maintaining project delivery.
- Project delivery schedule – As this project is funded with a substantial amount of the State Proposition 1B bond funds, the CTC and Caltrans, consistent with State statutes, require that the project construction contract must be awarded by December 31, 2013. This project involves the complex acquisition of a few right-of-way parcels and potential relocation of major utilities that would require protracted negotiations with property owners and utility companies. These long-lead time project activities posed a major risk to the project schedule, and could put the state funds in jeopardy.

**I-880 Southbound HOV Lane Extension (Hegenberger to Marina) (Project No. 430.0)**

This project will widen southbound I-880 from Hegenberger Road to Marina Boulevard to extend the existing SB HOV by approximately three miles. The project includes reconstructing the overcrossing structures on I-880 at Davis Street and Marina Boulevard and widening the Union Pacific Railroad (UPRR) – San Leandro Creek Overhead structure. The Environmental Document was approved in February 2010 and the Project Report in March 2010. The project will be constructed in two segments, with two construction contracts. The first contract will cover the southern segment of the project which includes the Davis Street and Marina Boulevard overcrossings. The second construction contract will cover the northern segment which includes the UPRR – San Leandro Creek Bridge. The roadway and Structures PS&E is at 95% for the south segment. The roadway PS&E is at 95% for the north segment, but the north segment structures PS&E is at 35% because of the inclusion of unforeseen seismic retrofit work. Final design of the south segment is expected to be completed in late 2011 and construction is scheduled to begin by early 2012. Final design of the north segment is expected to be completed in early 2012 and construction is scheduled to begin by summer 2012.

At the request of the City of San Leandro, the Alameda CTC is also managing the preparation of a Combined Project Study Report/Project Report (PSR/PR) for modifications of the Marina Boulevard Interchange. Alameda CTC staff is also coordinating with the City of San Leandro regarding additional improvements at the Davis Street Interchange.

This project is funded with \$94.6 million from the Proposition 1B CMIA funds. The CTC requires that the construction contracts for this project must be awarded by December 31, 2013.

**Key Project issues**

- Right of Way – eminent domain proceeding will be required for at least one parcel. Alameda CTC and Caltrans staff is initiating this process and the schedule is not expected to be impacted.
- Seismic Retrofit of Union Pacific Railroad/San Leandro Creek Bridge – The project was scoped without additional seismic retrofit of the UPRR / San Leandro Creek Bridge. During the period between project approval and bridge type selection the design criteria for seismic retrofit were revised. Based on the revised criteria, additional retrofit of the structure is required. Alameda CTC design team is working with Caltrans to finalize the retrofit strategy and to reduce the fiscal impact of this additional work currently estimated at \$4.17 million. A seismic retrofit selection meeting will be held with Caltrans in April 2011 to finalize the retrofit strategy.
- I-880/Marina Boulevard Interchange Design impacts on project delivery – Staff is working with Caltrans to complete the PSR/PR. However, Caltrans was not funded to provide oversight for this document in this fiscal year. An agreement to reimburse Caltrans for oversight is being prepared.

**I-80 Integrated Corridor Mobility (ICM) Project (Project No. 491.0)** – This project will install Adaptive Ramp Metering (ARM) and new Active Traffic Management System (ATMS) features along Interstate 80 in Alameda and Contra Costa Counties. It will also upgrade ATMS elements along the San Pablo Avenue Corridor.

The project will employ state-of-the-practice intelligent transportation system (ITS) tools to improve safety, mobility, and trip reliability for all users. Main project components will be Incident Management, Adaptive Ramp Metering (ARM), Traffic & Transit Information, Improvements to San Pablo Avenue (SR 123) & Arterials and Integration of Freeway & Local Arterial Operations.

The project is funded with \$55.3 million from the statewide Proposition 1B Corridor Mobility Improvements Account (CMIA) funds and \$21.4 million from the Proposition 1B Traffic Lights Synchronization Program (TLSP) funds, for a total of \$76.7 million for construction capital and support. The current estimated total cost of the project is \$94.055 million.

The project is currently planned to be delivered via seven construction contracts with varying schedules. The environmental clearance for the major elements of the project is being obtained. In January 2011, the CTC allocated over \$23 million in State bond funds for the implementation of Project #3 Traffic Operation System (TOS) and Project #6 San Pablo Corridor Arterial & Transit Improvements.

A design engineering budget shortfall of about \$1 million was created by about 4 years of project delays and scope adjustments. Additional project funding of \$1 million was approved by the Alameda CTC Board in December 2010 using the CMA TIP Exchange Program and ACTIA Measure B Congestion Relief Emergent Funds (CREF), on a 50-50 basis.

Under an agreement with Caltrans, the Alameda CTC is responsible for the construction administration and management of the Projects #1, #2, #3, and #6. A request for proposal for construction management services was issued on November 30, 2010. Proposals were received on January 13, 2011 and following the CTC's funding allocation, interviews were conducted the week of February 2, 2011. S&C Engineers has been selected by an independent selection panel to provide construction management services to the Alameda CTC for the I-80 ICM Project's #3 and #6.

The California Environmental Quality Act (CEQA) document was approved in November 2010 and the National Environmental Policy Act (NEPA) document approval is anticipated in April 2011.

A Request for Bids was released for Project #3 TOS on March 1, 2011. A Request for Bids for Project #6 San Pablo Corridor Arterial & Transit Improvement is scheduled for release in April 2011. RFP's for Projects #1 and #2 and a Request for Bids for projects #4 and #5 are all anticipated to be released in mid 2012. Funding for AC Transit's Project #7 has been deferred and construction is TBD.

### **Key Project issues**

- Project Environmental Clearance – It was determined that a Biological Assessment is required and submittal to Fish and Wildlife Service for a Biological Opinion through the Formal Process will be necessary. This will extend the approval of the environmental document to July 2011. Release of the Draft Environmental Document is scheduled for April 2011.



**I-580 Eastbound HOV Lane Project (Project Number 420.0)** – The Eastbound High Occupancy Vehicle (HOV) Lane Project is complete and provides an eastbound HOV lane from Hacienda Drive in Pleasanton to the Greenville overcrossing in Livermore. The first segment, from Airway Boulevard to the Greenville overcrossing, was opened to traffic on October 2, 2009 and the construction contract was accepted on February 2, 2010. Construction of the second segment began on August 2009 and the HOV lane from Airway and First Street was opened on July 18, 2010. The last portion between Hacienda and Airway opened on November 10, 2010. Caltrans is in the process of construction closeout.

**I-580 Westbound HOV Lane Project (Project No. 424.0)** – The Westbound HOV lane project provides a westbound HOV lane from the Greenville overcrossing in Livermore to the Foothill Boulevard overcrossing in Pleasanton. The project will be constructed in three segments with three construction contracts: an east segment, a west segment and the widening of the eastbound bridges. The scope to rehabilitate the existing pavement was added to the project in January 2010 and the design consultant has revised the plans to add the rehabilitation. Hardcopy / appraisal maps have been approved by Caltrans. The PS&E for the west segment is currently 100% complete and has been submitted to Caltrans for review. The PS&E for east segment is 95% complete. The widening of the bridges in the eastbound direction will be combined with the Eastbound Auxiliary Lane Project. Final design is expected to be completed fall 2011.

#### **Key Project issues**

- Potential Schedule Delay – Right of Way condemnation could delay the schedule. Appraisal maps have been approved and appraisal letters have been sent to property owners.

**I-580 Westbound Express (HOT) Lane (Project No. 424.1)** - The Westbound Express (HOT) Lane project would provide a westbound express (HOT) lane from the Greenville overcrossing in Livermore to the San Ramon Road/Foothill Boulevard overcrossing in Pleasanton. Caltrans approved the modeling and traffic operations methodology recommendations and the travel demand forecast. The Cost/Revenue and Operations Analysis is underway and scheduled to be completed in June 2011. An RFP to prepare a Project Study Report (PSR) was released in March 2011.

#### **Project issues**

- Project Funding – the project is not fully funded:
  - Funding for the construction of the Westbound Express (HOT) Lane Project has not been identified. The current estimated funding shortfall is \$12.1 million. Funding has been obtained for scoping, environmental clearance and final design activities.
  - Current design and construction cost estimate assumes utilization of existing pavement with little to no additional widening and no additional right of way.
  - Project scope not yet determined. An RFP to prepare a Caltrans Project Study Report (PSR) was released in March 2011.
- Project Review – Caltrans is continuing to review project documents in the absence of an approved cooperative agreement. The project is included in the Caltrans District 4 FY 2010/11 Work Plan for PID documents and a request to prepare a cooperative agreement has been submitted to Caltrans. A draft Cooperative Agreement Report has also been prepared and submitted to Caltrans for review. Caltrans was not funded to provide oversight for non-

SHOPP Project Initiation Documents in this fiscal year. An agreement to reimburse Caltrans for oversight is being prepared.

**I-580 Eastbound Auxiliary (AUX) Lane Project (Project Number 420.5)**

The engineering consultant retained by the Alameda CTC is preparing the PS&E for I-580 Eastbound Auxiliary (AUX) lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore. The project schedule has been revised as the result of combining the AUX lane project with the I-580 Eastbound Express (HOT) Lane Project. Approval of the AUX lanes final design package is now expected in March 2012.

**Key Project issues**

- Project Delays -- the schedule for the Eastbound Auxiliary (AUX) lanes has been impacted by the decision to add the Eastbound Express (HOT) Lane in to the project scope. The amended Biological Opinion, Environmental Document, Project Report and PS&E documents will need to be revisited to accommodate express (HOT) lanes.
- Project Scope – Several scope items were removed from the I-580 Eastbound HOV lane project during construction. These items were added to the AUX lanes project. Project scope has been revised to accommodate the future conversion to an express (HOT) lane.

**I-580 Eastbound Express (HOT) Lane (Project No. 420.4)** – Preliminary engineering and preparation of the environmental document began in July 2008. A revalidation of the I-580 Eastbound HOV Lane Project environmental document was approved to allow conversion to a single express high occupancy toll (HOT) lane. The Alameda CTC is preparing an environmental document for the construction of a double express (HOT) lane in the eastbound direction. All environmental technical reports have been completed and have been submitted to Caltrans for review; however these documents assume no additional pavement widening. It has since been determined that additional widening will be required and this will involve the revision of the technical reports. The I-580 Eastbound Express (HOT) Lane project will be combined with the Eastbound AUX Lane project as described above.

Two design workshops were held to define the parameters of the Dynamic Pricing Algorithm and to coordinate the civil elements of the System Integrator work with those of the HOV and the AUX lanes project. Staff is in the process of preparing a Request for Proposals (RFP) for a Systems Manager contract for the project.

**Key Project issues**

- The Alameda CTC and Caltrans only recently came to an agreement on the project scope. The previously approved single express (HOT) lane project scope could accommodate the Caltrans shoulder and lane width standards. However, the originally proposed double express (HOT) lane project scope did not accommodate the Caltrans standards.
- The project will implement the double express (HOT) lane project with standard left shoulder and lane widths from Hacienda to Greenville except for the portion between El Charro Road and Isabel Avenue. This option will require changes to the Auxiliary Lane Project, including additional widening. This option will delay construction of the auxiliary lane project.

- This option will also require further environmental review including additional widening studies and a new Amended Biological Opinion (BO) prior to Project Approval. Preparation of a BO will result in a schedule delay currently estimated to delay approval of the environmental document (ED) by one year and will result in additional mitigation requirements. Impacts of additional widening will be addressed with the I-580 Eastbound ED. Some revisions to the I-580 Eastbound Express (HOT) document may be required for traffic related impacts (air quality, noise, etc.).
- Potential funding shortfall and schedule delays – additional funding of \$8.5 million will be needed. The project will be delayed up to one year. Alameda CTC Staff are investigating potential fund sources and project approval and design tasks are being prepared concurrently to minimize schedule delays.

**I-680 Express (HOT) Lane Project (Project Nos. 210.0/372.0)** – The express (HOT) lane opened for operations on September 20, 2010. The project widened southbound I-680 to accommodate the existing HOV Lane and the Express Lane (HOT) from SR 84 in Alameda County to SR 237 in Santa Clara County. The project was split into six contracts: three roadway contracts, one landscape contract, an environmental mitigation contract and a system integrator contract. The three roadway contracts under Caltrans oversight are completed. The system integrator contract underwent acceptance testing. Completion of the site acceptance testing occurred February 2011. Construction closeout activities have been extended until December 2011. At the Alameda CTC February PPC meeting the board approved a contract time extension for S&C Engineers Construction Management to December 2011 to coincide with the construction closeout date and to provide construction closeout support to Caltrans. The environmental mitigation contract has been suspended through winter, a Landscape contract is planned. Completion of these follow-up contracts is scheduled for winter 2011.

**I-80 Gilman Interchange Improvements (Project No. 265.0)** - The proposed project will reconfigure the I-80/Gilman interchange located in northwest Berkeley, near its boundary with the City of Albany. The reconfiguration is needed to address congestion, operations and safety issues on the most congested freeway segment in the Bay Area. Capacity constraint and vehicular safety due to the current stop sign controlled ramps are serious issues at this interchange. The project design will also provide adequate pedestrian, bicycle and public transit movements through the interchange area. The proposed reconfiguration is likely a dual roundabout, with a roundabout on each side of the interchange with a connecting segment.

The project is at project development stage. A consultant firm has been selected to develop a Project Study Report. While work on the PSR was anticipated to begin in November 2010, the project is on hold pending resolution of payment to Caltrans for project review.

**Webster Street SMART Corridor in Alameda (Project No. 440.0)** – In partnership with the City of Alameda, AC Transit and Caltrans, the Alameda CTC is implementing the Webster Street SMART Corridor project. The purpose of this project is to improve traffic, transit operations and safety. The project includes traffic signal installation, modifications, and timing coordination for the corridor. The project also implements Transit Signal Priority System (TSP) for AC Transit, Emergency Vehicle Preemption (EVP) for the fire department, Closed Circuit TV cameras and real-time speed and volume detection equipment allowing remote monitoring

and sharing of data in real-time. A series of electronic Trail Blazer Signs (TBS) accessible to the City and Caltrans would allow implementation of a Traffic Incident Management (TIM) system through the Webster/Posey Tubes connecting the City of Alameda with the City of Oakland where the area trauma center is located.

The project communications costs are minimized through implementation of a robust wireless system. Staff is working on utilizing existing links between fire, police, and public works departments for further cost reductions and allowing access to all emergency responders. The funding for this project has been provided through a variety of local, regional, and federal sources totaling \$1.6 million, including a \$340,000 Federal Earmark, \$90,000 Federal Stimulus funds from Department of Energy, \$830,000 in TFCA funds, and \$278,000 from MTC. The design for this project has been completed and construction advertisement is pending an authorization to proceed (E-76) from Caltrans. It is estimated that the construction would begin by April 2011.

**Key Project issues**

- Project Funding Shortfall – Additional funds are being sought for the unfunded portion of this project including implementation of a local Transportation Management Center (TMC) in the City of Alameda that would connect City departments (Public Works, Fire, Police) with Caltrans, CHP, Alameda County and Coastguard.
- Schedule – Delay due to additional environmental work required by the authorization to proceed (E-76) process.

**Fiscal Impact**

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

**Attachment**

Attachment A: Project Delivery Summaries – I-Bond and Express Lane Project Delivery Schedules and Project Funding Plans.

## ATTACHMENT A – I-BOND AND EXPRESS LANE PROJECT DELIVERY SCHEDULES & PROJECT FUNDING PLANS

***I-880 North Safety and Operational Improvements at 23rd/29th Avenues (PN 410.0)*** - Operational and safety improvements on Interstate 880 at the existing overcrossings of 29<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue in the City of Oakland.

### Project Schedule

| Project Phase       | Schedule*     | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---------------------|---------------|------|------|------|------|------|------|------|------|
| PE/ENV              | 11/07 - 04/10 |      |      |      |      |      |      |      |      |
| PS&E                | 04/10 - 04/12 |      |      |      |      |      |      |      |      |
| Right of Way        | 05/10 - 02/12 |      |      |      |      |      |      |      |      |
| Adv. / Award Period | 03/12 - 09/12 |      |      |      |      |      |      |      |      |
| Construction        | 10/12 - 10/14 |      |      |      |      |      |      |      |      |

### Project Funding Plan

| Project Components   | Total Costs (\$ x1, 000) | Funding (\$ x 1,000) |                  |                   |                   |                  |                |                |                  |
|----------------------|--------------------------|----------------------|------------------|-------------------|-------------------|------------------|----------------|----------------|------------------|
|                      |                          | MTC RM2              | State STIP       | State SHOP        | State TCIF        | Federal Earmark  | ACCMA TIP      | Measure B      | Shortfall        |
| Scoping / PA/ED      | \$5,690.1                | \$4,100.0            | \$0              | \$0               | \$0               | \$188.6          | \$592.2        | \$750.0        | \$59.3           |
| PS&E                 | \$8,275.7                | \$3,810.0            | \$2,000.0        | \$0               | \$0               | \$1,598.4        | \$104.5        | \$0            | \$762.8          |
| R/W Support          | \$460.0                  | \$336.0              | \$0              | \$44.0            | \$0               | \$0              | \$60.0         | \$0            | \$20.0           |
| R/W Capital          | \$2,935.0                | \$340.0              | \$0              | \$2,595.0         | \$0               | \$0              | \$0            | \$0            | \$0              |
| Utilities Support    | \$50.0                   | \$0                  | \$0              | \$0               | \$0               | \$0              | \$50.0         | \$0            | \$0              |
| Utilities Capital    | \$1,835.0                | \$235.0              | \$0              | \$1,600.0         | \$0               | \$0              | \$0            | \$0            | \$0              |
| Construction Support | \$9,400.0                | \$1,179.0            | \$0              | \$5,761.0         | \$2,400.0         | \$0              | \$60.0         | \$0            | \$0              |
| Construction Capital | \$68,784.0               | \$0                  | \$0              | \$0               | \$68,784.0        | \$0              | \$0            | \$0            | \$0              |
| Contingency          | \$4,239.3                | \$0                  | \$0              | \$0               | \$1,816.0         | \$0              | \$6.3          | \$0            | \$2,417.0        |
| <b>Total</b>         | <b>\$101,669.1</b>       | <b>\$10,000.0</b>    | <b>\$2,000.0</b> | <b>\$10,000.0</b> | <b>\$73,000.0</b> | <b>\$1,787.0</b> | <b>\$873.0</b> | <b>\$750.0</b> | <b>\$3,259.1</b> |

***I-880 Southbound HOV Lane Project (PN 430.0)*** – Widening of southbound I-880 from Hegenberger Road to Marina Boulevard for approximately three miles and reconstruction of the overcrossing structures on I-880 at Davis Street, Marina Boulevard and widening the Union Pacific Railroad (UPRR) – San Leandro Creek Overhead structure.

## Project Schedule

### ***North Segment ( Hegenberger Rd to Davis Street ) Project Schedule***

| Project Phase       | Schedule      | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---------------------|---------------|------|------|------|------|------|------|------|------|
| Scoping             | 01/07 - 12/07 |      |      |      |      |      |      |      |      |
| PE/ENV              | 04/08 - 02/10 |      |      |      |      |      |      |      |      |
| PS&E                | 04/08 - 04/12 |      |      |      |      |      |      |      |      |
| Right of Way        | 04/08 - 02/12 |      |      |      |      |      |      |      |      |
| Adv. / Award Period | 04/12 - 08/12 |      |      |      |      |      |      |      |      |
| Construction        | 08/12 - 08/14 |      |      |      |      |      |      |      |      |

### ***South Segment ( Davis St. to Marina Blvd. ) Project Schedule***

| Project Phase       | Schedule      | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---------------------|---------------|------|------|------|------|------|------|------|------|
| Scoping             | 01/07 - 12/07 |      |      |      |      |      |      |      |      |
| PE/ENV              | 04/08 - 02/10 |      |      |      |      |      |      |      |      |
| PS&E                | 10/08 - 11/11 |      |      |      |      |      |      |      |      |
| Right of Way        | 03/09 - 10/11 |      |      |      |      |      |      |      |      |
| Adv. / Award Period | 11/11 – 04/12 |      |      |      |      |      |      |      |      |
| Construction        | 04/12 - 05/15 |      |      |      |      |      |      |      |      |






## Project Funding Plan

| Project Components   | Total Costs (\$ x1, 000) | Funding (\$ x 1,000) |                  |                  |                         |                      |                   |                  |
|----------------------|--------------------------|----------------------|------------------|------------------|-------------------------|----------------------|-------------------|------------------|
|                      |                          | Fed STP              | FED CMAQ         | CMA TIP          | San Leandro – Davis St. | San Leandro – Marina | CMIA              | Shortfall        |
| Scoping / PAED       | \$4,116.8                | \$0                  | \$2,634.9        | \$971.3          | \$0                     | \$510.6              | \$0               | \$0              |
| PS&E                 | \$10,460.4               | \$198.0              | \$4,947.1        | \$4,215.0        | \$145.7                 | \$165.2              | \$0               | \$789.4          |
| R/W Support          | \$713.7                  | \$0                  | \$0              | \$713.7          | \$0                     | \$0                  | \$0               | \$0              |
| R/W Capital          | \$350.0                  | \$0                  | \$0              | \$350.0          | \$0                     | \$0                  | \$0               | \$0              |
| Utilities Support    | \$25.0                   | \$0                  | \$0              | \$25.0           | \$0                     | \$0                  | \$0               | \$0              |
| Utilities Capital    | \$500.0                  | \$0                  | \$0              | \$250.0          | \$250.0                 | \$0                  | \$0               | \$0              |
| Construction Support | \$10,600.0               | \$0                  | \$0              | \$0              | \$0                     | \$0                  | \$10,600.0        | \$0              |
| DSDC                 | \$925.0                  | \$0                  | \$0              | \$0              | \$600.0                 | \$325.0              | \$0               | \$0              |
| Construction Capital | \$91,232.5               | \$0                  | \$0              | \$0              | \$153.3                 | \$3,999.2            | \$83,700.0        | \$3,380.0        |
| Contingency          | \$3,750.0                | \$0                  | \$0              | \$0              | \$0                     | \$0                  | \$0               | \$3,750.0        |
| <b>Total</b>         | <b>\$122,673.4</b>       | <b>\$198.0</b>       | <b>\$7,582.0</b> | <b>\$6,525.0</b> | <b>\$1,149.0</b>        | <b>\$5,000.0</b>     | <b>\$94,300.0</b> | <b>\$4,169.4</b> |



***I-80 Integrated Corridor Mobility (ICM) Project (491.0-491.7)*** – Installation of Adaptive Ramp Metering (ARM) and new Active Traffic Management System (ATMS) features along Interstate 80 in Alameda and Contra Costa Counties. It will also upgrade ATMS elements along the San Pablo Avenue Corridor.

### Project Schedule

| Project Phase | Schedule      | 2007   | 2008 | 2009   | 2010 | 2011  | 2012 | 2013 | 2014 |
|---------------|---------------|--|------|--|------|---|------|------|------|
| Scoping       | 01/07 - 12/07 |   |      |  |      |   |      |      |      |
| PE/ENV        | 07/07 - 05/11 |  |      |  |      |   |      |      |      |
| PS&E          | 09/09 - 08/11 |  |      |  |      |   |      |      |      |
| Right of Way  | 10/09 - 08/11 |  |      |  |      |   |      |      |      |
| Construction  | 03/11 - 01/15 |  |      |  |      |  |      |      |      |

### Project Funding Plan

| Project Components   | Total Costs<br>(\$ x 1, 000) | Funding (\$ x 1,000) |                |           |                |                |              |        |          |            |            |            |            |
|----------------------|------------------------------|----------------------|----------------|-----------|----------------|----------------|--------------|--------|----------|------------|------------|------------|------------|
|                      |                              | CMAQ                 | Caltrans: STIP | CMA: TIP  | CCTA Measure J | CCTA Measure B | BAAQM D TFCA | WCCTAC | ACTC PPM | CMIA       | TLSP       | AC Transit | Total      |
| Project Scoping      | \$251.0                      | \$0                  | \$251.0        | \$0       | \$0            | \$0            | \$0          | \$0    | \$0      | \$0        | \$0        | \$0        | \$251.0    |
| PA/ED                | \$6,713.4                    | \$2,078.4            | \$699.9        | \$966.6   | \$2,212.9      | \$645.3        | \$104.1      | \$6.0  | 0        | \$0        | \$0        | \$0        | \$6,713.4  |
| PS&E                 | \$6,240.6                    | \$1,164.6            | \$3.1          | \$113.4   | \$2,513.1      | \$1,154.7      | \$1,050.9    | \$41.0 | \$200.0  | \$0        | \$0        | \$0        | \$6,240.6  |
| Right of Way         | \$150.0                      | \$0                  | \$0            | \$0       | \$150.0        | \$0            | \$0          | \$0    | \$0      | \$0        | \$0        | \$0        | \$150.0    |
| Construction Support | \$15,624.0                   | \$0                  | \$0            | \$0       | \$0            | \$0            | \$0          | \$0    | \$0      | \$8,200.0  | \$7,424.0  | \$0        | \$15,624.0 |
| Construction Capital | \$65,076.0                   | \$0                  | \$0            | \$0       | \$0            | \$0            | \$0          | \$0    | \$0      | \$47,100.0 | \$13,976.0 | \$4,000.0  | \$65,076.0 |
| Total                | \$94,055.0                   | \$3,243.0            | \$954.0        | \$1,080.0 | \$4,876.0      | \$1,800.0      | \$1,155.0    | \$47.0 | \$200.0  | \$55,300.0 | \$21,400.0 | \$4,000.0  | \$94,055.0 |

***I-580 Westbound HOV Lane Project (PN 424.0)*** – Construction of a westbound HOV lane from the Greenville overcrossing in Livermore to the Foothill Boulevard overcrossing in Pleasanton.

## Project Schedule

### *West Segment Project Schedule*

| Project Phase       | Schedule*     | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---------------------|---------------|------|------|------|------|------|------|------|------|
| PE/ENV              | 07/07 - 10/09 |      |      |      |      |      |      |      |      |
| PS&E                | 06/08 - 11/11 |      |      |      |      |      |      |      |      |
| Right of Way        | 04/08 - 04/12 |      |      |      |      |      |      |      |      |
| Adv. / Award Period | 12/11 - 06/12 |      |      |      |      |      |      |      |      |
| Construction        | 06/12 - 06/14 |      |      |      |      |      |      |      |      |

### *East Segment Project Schedule*

| Project Phase       | Schedule*     | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---------------------|---------------|------|------|------|------|------|------|------|------|
| PE/ENV              | 07/08 - 08/11 |      |      |      |      |      |      |      |      |
| PS&E                | 06/08 - 12/11 |      |      |      |      |      |      |      |      |
| Right of Way        | 04/08 - 02/12 |      |      |      |      |      |      |      |      |
| Adv. / Award Period | 12/11 - 03/12 |      |      |      |      |      |      |      |      |
| Construction        | 05/12 - 05/14 |      |      |      |      |      |      |      |      |

## Project Funding Plan

| Project Components   | Total Costs (\$ x1,000) | Funding (\$ x 1,000) |             |            |              |                   |            |                         |                       |           |
|----------------------|-------------------------|----------------------|-------------|------------|--------------|-------------------|------------|-------------------------|-----------------------|-----------|
|                      |                         | Caltrans PPM         | I-BOND CMIA | RM2        | Others: LONP | Others: Local Fed | SHOPP      | Others: Local Measure B | Other Local Livermore | TVTC      |
| PID                  | \$701.8                 | \$57.0               | \$0         | \$644.8    | \$0          | \$0               | \$0        | \$0                     | \$0                   | \$0       |
| PA/ED                | \$7,399.4               | \$0                  | \$0         | \$7,399.4  | \$0          | \$0               | \$0        | \$0                     | \$0                   | \$0       |
| PS&E                 | \$5,345.5               | \$4                  | \$0         | \$3,385.8  | \$0          | \$250.0           | \$0        | \$409.3                 | \$300.0               | \$1,000.0 |
| Right of Way         | \$2,630.0               | \$0                  | \$0         | \$2,630.0  | \$0          | \$0               | \$0        | \$0                     | \$0                   | \$0       |
| Construction Support | \$15,140.7              | \$0                  | \$13,265.0  | \$1,645.0  | \$0          | \$0               | \$0        | \$230.7                 | \$0                   | \$0       |
| Construction Capital | \$139,934.0             | \$0                  | \$88,435.0  | \$188.0    | \$14,365.0   | \$0               | \$33,400.0 | \$2,046.0               | \$1,500.0             | \$0       |
| Total                | \$171,151.4             | \$57.4               | \$101,700.0 | \$15,893.0 | \$14,365.0   | \$250.0           | \$33,400.0 | \$2,686.0               | \$1,800.0             | \$1,000.0 |



***I-580 Westbound Express (HOT) Lane Project (PN 424.1)***- Construction of a westbound express (HOT) lane from the Greenville overcrossing in Livermore to the San Ramon Road/Foothill Boulevard overcrossing in Pleasanton.

### Project Schedule

| Project Phase       | Schedule*     | 2010 | 2011 | 2012 | 2013 | 2014 |
|---------------------|---------------|------|------|------|------|------|
| Scoping / PSR       | 02/11 - 11/11 |      |      |      |      |      |
| PE/ENV              | 11/11 - 10/12 |      |      |      |      |      |
| PS&E                | 06/12 - 06/13 |      |      |      |      |      |
| Right of Way        | 06/12 - 06/13 |      |      |      |      |      |
| Adv. / Award Period | 06/13 - 09/13 |      |      |      |      |      |
| Construction        | 09/13 - 03/14 |      |      |      |      |      |
| System Maintenance  | 06/12 - 03/14 |      |      |      |      |      |
| System Integration  | 02/13 - 03/14 |      |      |      |      |      |

### Project Funding Plan

| Project Components       | Total Costs (\$ x1, 000) | Total Costs (\$ x1, 000) |           |            |               |
|--------------------------|--------------------------|--------------------------|-----------|------------|---------------|
|                          |                          | TVTC                     | IMD       | Shortfall  | Total Funding |
| Planning/ Scoping        | \$1,250.0                | \$700.0                  | \$550.0   | \$0        | \$1,250.0     |
| PA/ED                    | \$450.0                  | \$0                      | \$450.0   | \$0        | \$450.0       |
| PS&E                     | \$300.0                  | \$300.0                  | \$0       | \$0        | \$300.0       |
| System Integrator        | \$6,000.0                | \$0                      | \$0       | \$6,000.0  | \$6,000.0     |
| Right of Way / Utilities | \$200.0                  | \$200.0                  | \$0       | \$0        | \$200.0       |
| Construction Support     | \$900.0                  | \$900.0                  | \$0       | \$0        | \$900.0       |
| Construction Capital     | \$7,400.0                | \$1,300.0                | \$0       | \$6,100.0  | \$7,400.0     |
| Total                    | \$16,500.0               | \$3,400.0                | \$1,000.0 | \$12,100.0 | \$16,500.0    |

**Combined I-580 Eastbound Express (HOT) Lane Project / Eastbound Auxiliary (AUX) Lane**

**(PN 420.4, 420.5)-** Construction of a double express (HOT) lane project with standard left shoulder and lane widths from Hacienda to Greenville except for the portion between El Charro Road and Isabel Avenue and construction of an auxiliary lane between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore.

**Combined Project Schedule**

| Project Phase       | Schedule      | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---------------------|---------------|------|------|------|------|------|------|------|------|
| PE/ENV              | 11/07 - 09/11 |      |      |      |      |      |      |      |      |
| PS&E                | 12/09 - 03/12 |      |      |      |      |      |      |      |      |
| Right of Way        | 09/11 - 03/12 |      |      |      |      |      |      |      |      |
| Adv. / Award Period | 04/12 - 08/12 |      |      |      |      |      |      |      |      |
| Construction        | 08/12 - 04/14 |      |      |      |      |      |      |      |      |

**Combined Project Funding Plan**

| Project Components       | Total Costs (\$ x1, 000) | Funding (\$ x 1,000) |            |            |                         |           |         |           | Total Funding |
|--------------------------|--------------------------|----------------------|------------|------------|-------------------------|-----------|---------|-----------|---------------|
|                          |                          | TVTC                 | CMIA       | RM2        | I-580 Corridor - EB HOV | ARRA      | Fed     | Shortfall |               |
| PE/ENV                   | \$3,604.4                | \$918.1              | \$0        | \$2,686.2  | 0                       | 0         | 0       | \$0       | \$3,604.4     |
| PS&E                     | \$725.0                  | \$343.7              | \$0        | \$733.8    | 0                       | \$120.4   | \$225.0 | \$880.0   | \$725.0       |
| System Integrator        | \$7,667.6                | \$288.2              | \$0        | 0          | 0                       | \$7,379.6 | \$0     | \$0       | \$7,667.6     |
| Right of Way             | \$900.0                  | \$0                  | \$0        | \$700.0    | 0                       | \$0       | \$0     | \$200.0   | \$900.0       |
| Construction Support     | \$4,295.0                | \$0                  | \$2,535.0  | \$965.0    | 0                       | \$0       | \$0     | \$795.0   | \$4,295.0     |
| Construction Capital     | \$38,717.0               | \$0                  | \$19,028.0 | \$8,075.0  | \$4,989.0               | \$0       | \$0     | \$6,625.0 | \$38,717.0    |
| Operations & Maintenance | \$1,450.0                | \$1,450.0            | \$0        | \$0        | \$0                     | \$0       | \$0     | \$0       | \$1,450.0     |
| Total                    | \$58,937.0               | \$3,000.0            | \$21,563.0 | \$13,160.0 | \$4,989.0               | \$7,500.0 | \$225.0 | \$8,500.0 | \$58,937.0    |

***I-680 Express (HOT) Lane Project (PN 210 / 372)*** - Widening of southbound Interstate 680 from State Route (SR) 84 in Alameda County to SR 237 in Santa Clara County, to accommodate the existing HOV Lane and the Express (HOT) Lane.

### Project Schedule

| Project Phase          | Schedule       | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|------------------------|----------------|------|------|------|------|------|------|------|------|
| PE/ENV/PS&E            | 02/04 - 03/08  |      |      |      |      |      |      |      |      |
| Right of Way           | 05/07 - 06/08  |      |      |      |      |      |      |      |      |
| Electronic Toll System | 12/08 - 09/10  |      |      |      |      |      |      |      |      |
| Construction           | 11/08 - 12/11* |      |      |      |      |      |      |      |      |

### Project Funding Plan

| Project Components   | Total Costs (\$ x1,000) | Funding (\$ x 1,000) |           |           |          |             |                        |           |                     |
|----------------------|-------------------------|----------------------|-----------|-----------|----------|-------------|------------------------|-----------|---------------------|
|                      |                         | VPPL                 | HP21 Demo | STIP RIP  | STIP PPM | TCRP (LONP) | ACTIA (2000 Measure B) | CMA TIP   | Local (Santa Clara) |
| PE/ENV/PS&E          | \$8,399.6               | \$1,642.6            | \$2,399.9 | \$0       | \$28.6   | \$0         | \$3,512.0              | \$661.8   | \$154.7             |
| Construction Support | \$13,525.7              | \$1,088.2            | \$1       | \$1,816.6 | \$61.4   | \$0         | \$10,021.2             | \$538.2   | \$0                 |
| Construction Capital | \$27,228.3              | \$732.8              | \$0       | \$6,183.4 | \$0      | \$12,000.0  | \$466.8                | \$0       | \$7,845.3           |
| Total                | \$49,153.6              | \$3,463.6            | \$2,400.0 | \$8,000.0 | \$90.0   | \$12,000.0  | \$14,000.0             | \$1,200.0 | \$8,000.0           |

***Webster Street SMART Corridor Project (PN 440.0)*** – Implementation of an Intelligent Transportation System (ITS) or SMART Corridor to improve safety and operations of transit and vehicular modes along the Webster Street corridor between the intersections of Central Avenue in Alameda and Harrison Street / 7th Street intersection in Oakland.

### Project Schedule

| Project Phase  | Schedule      | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|----------------|---------------|------|------|------|------|------|------|------|------|
| PS&E           | 07/09 - 08/10 |      |      |      |      |      |      |      |      |
| Listing Period | 03/11 - 04/11 |      |      |      |      |      |      |      |      |
| Construction   | 04/11 - 12/13 |      |      |      |      |      |      |      |      |

### Project Funding Plan (Partial)

| Project Components   | Total Costs (\$ x1,000) | Funding (\$ x 1,000) |           |             |           |        |                    |         |
|----------------------|-------------------------|----------------------|-----------|-------------|-----------|--------|--------------------|---------|
|                      |                         | 2007 TFCA            | 2008 TFCA | Fed Earmark | 2009 TFCA | MTC 1  | Energy Block Grant | MTC2    |
| PA/ED / E-76         | \$93.4                  | \$0                  | \$0       | \$1.5       | \$91.9    | \$0    | \$0                | \$0     |
| PS&E                 | \$486.8                 | \$100.0              | \$370.8   | \$0         | \$16.0    | \$0    | \$0                | \$0     |
| Construction Support | \$144.0                 | \$0                  | \$49.2    | \$0         | \$94.8    | \$0    | \$0                | \$0     |
| Construction Capital | \$903.8                 | \$0                  | \$0       | \$338.5     | \$197.3   | \$92.0 | \$90.0             | \$186.0 |
| Total                | \$1,628.0               | \$100.0              | \$420.0   | 340.0       | \$400.0   | \$92.0 | \$90.0             | \$186.0 |



## Memorandum

**DATE:** March 29, 2011

**TO:** Programs and Projects Committee

**FROM:** Ray Akkawi, Manager of Project Delivery

**SUBJECT:** **Approval of Project Delivery Plan for I-680 Northbound High Occupancy Vehicle/Express Lane Project (ACTIA No. 8); and Allocation of Measure B funds for Project Development**

### Recommendation

It is recommended that the Commission approve the following actions in support of delivering the I-680 Northbound HOV/ Express Lane project:

1. Approve the attached project delivery plan for a Northbound I-680 Sunol Express Lane Project;
2. Allocate \$5.5 million of Measure B funding for the Preliminary Engineering and Environmental Clearance (PE/Env) Phase of the Northbound I-680 Sunol Express Lane Project (ACTIA No. 8);
3. Authorize the issuance of a Request for Proposals to procure an PE/Env engineering services contract; and
4. Authorize the Executive Director, or designee of the Executive Director, to execute all funding agreements and/or amendments to funding agreements, including a Cooperative Agreement with Caltrans required to initiate the PE/Env work.

### Summary

The voters-approved Alameda County 2000 Measure B Transportation Expenditure Plan included Measure B funding for implementing express lanes on both the northbound and southbound of I-680 between the Santa Clara County line and Route 84. The Expenditure Plan further stipulated that the express lane on the southbound direction should be implemented first, and any unused funds could be used to implement the express lane on the northbound direction.

The implementation of the southbound express lane on I-680 was completed in September 2010 and allowed for the first express lane facility in northern California to be put into operation and begin collecting toll revenues. It is anticipated there will be unused Measure B funds that were allocated for the delivery of the I-680 Southbound Express Lane that could be used for project development activities to advance the delivery of the express lane on the northbound of I-680.

Staff has prepared a project delivery plan which includes the required steps to initiate project development and to establish a corridor implementation plan which identifies project phasing options that could be implemented using potential available funding in the future.

The Commission's approval to allocate \$5.5 million of Measure B funds for the Preliminary Engineering/Environmental Document (PE/Env) phase and authorizing the issuance of a Request for Proposals (RFP) to provide the PE/Env services are the first steps in delivering a northbound project included in Measure B Expenditure Plan.

### **Discussion and Background**

The I-680 Corridor is a primary north-south transportation corridor between Alameda and Santa Clara Counties, which serves commuter, commercial, and recreation traffic. Previously the corridor was considered the second most congested corridor in the Bay area. Recently constructed improvements to southbound I-680 along with the slower economy have reduced the southbound congestion levels between Route 84 in Alameda County and Route 237 in Santa Clara County. The improvements include the interim HOV lane which was followed by the more standard HOV lane combined with the Express Lane. There are now three general-purpose lanes, one HOV/Express Lane, a truck climbing lane, and auxiliary lanes in the southbound direction.

In 2005, Caltrans approved a Project Report/Environmental Document for a northbound HOV lane project with limits similar to the limits of the recently constructed southbound HOV/Express Lane project. The scope of the northbound project included in the 2005 Project Report has been changed by the late inclusion of the southbound Express Lane with the southbound HOV lane project. The project footprint of the northbound project included in the 2005 Project Report and Environmental Document did not assume the addition of the southbound Express Lane, which may require a new environmental document to be developed for the I-680 Northbound Express Lane Project.

Given the 2005 timeframe for completion of the previous environmental studies related to the northbound HOV project and the undetermined extent of the impacts due to expanding the southbound HOV to include the Express Lane, it is anticipated that some of the preliminary engineering and environmental work will have to be revisited, and perhaps reworked. The recommended project delivery plan includes an assumption that a combined Project Study Report/Project Report (PSR/PR) will be acceptable to Caltrans as a project approval document. The PSR/PR approach is intended to streamline the typical Caltrans approach of the PSR being a separate document from the PR, but the approach is subject to approval by Caltrans. In effect, the recommended project delivery plan involves reevaluating the PE/Env work performed for the northbound HOV project by Caltrans for the 2005 PR/ED and adding the requirements related to developing a combined HOV/Express Lane in the northbound direction.

The northbound direction currently has three general-purpose lanes and a short truck climbing lane. The 2005 Project Report prepared by Caltrans included adding an HOV Lane within the project limits and paving the median. In most areas, the paved median would allow for the extra width required for an Express Lane; however there are areas within the project limits in which the northbound roadway alignment will need to change to accommodate the "as-built" condition of the southbound roadway and areas in which the requirements for the Express Lane features may require additional roadway width. The specifics of including an Express Lane and any reevaluation required due to the age of the 2005 PR/ED will need to be addressed in the project approval document for any project moving forward.

The recommended northbound Express Lane project is intended to improve safety, relieve congestion and provide the opportunity to generate revenues by tolling for the use of excess capacity in the HOV lane by non-HOV vehicles. It is possible to implement incremental improvements along the northbound roadway to provide the intended benefits, but any smaller projects within the larger corridor project will require analysis and approval by Caltrans to secure environmental clearance and project approval within the larger project. It is recommended that the PE/Env work be performed for the entire length of the project and include developing an implementation strategy for incremental improvements. The analysis and approval for any smaller projects can be secured in the context of the overall corridor analysis and approval.

An important element of the PE/Env work will be a traffic operational analysis report (TOAR). The TOAR will be used to establish the limits of any smaller, incremental improvements and to analyze the benefits of such improvements. The TOAR will also be the basis of the analysis to determine the feasibility of the Express Lane including a revenue study.

The PE/Env work will include updating the project cost estimate. The 2005 PR/ED prepared by Caltrans included a cost estimate of \$132.5 million. The cost estimate will need to be revised to reflect the recommended project scope, including the Express Lane, and to be updated to reflect the current project implementation schedule and the current cost environment. The recommended allocation of \$5.5 million of Measure B funding is expected to be sufficient to prepare, and secure approval for, a combined PSR/PR and ED for the northbound project.

The attached project delivery plan addresses the scope, schedule, cost, risks and issues that may impact the delivery of the northbound project. While the limits and footprint of the project have not been determined yet, the plan is constructed based on timelines for certain milestones (Traffic Operational Analysis, Environmental Clearance Process, Project Approval Process, Project Design, Execution of necessary agreements, Construction Time, and System Integration).

The Measure B funds recommended for allocation to the PE/Env phase of an I-680 Northbound Express Lane Project stem from funding that has already been allocated for the southbound HOV project. A portion of the funding allocated for the southbound project being administered by Caltrans will not be needed. Twenty million (\$20 million) of Measure B funds were allocated to advance the Traffic Congestion Relief Program funds from the State that were not available at the time they were needed for the southbound project. The southbound HOV project is in the process of being closed out and the final TCRP share is estimated at \$12 million. The remaining \$8 million of the \$20 million allocated is thereby available for reallocation. Reallocating the recommended amount for the northbound project from the \$8 million will leave a sufficient contingency for the closeout of the southbound HOV while providing important resources for initiation of the northbound project.

### **Fiscal Impact**

There is no direct significant fiscal impact expected as a result of the recommended since the recommendation represents a "re-allocation" of Measure B funds already allocated and included in the FY 2010/2011 Strategic Plan.

**Attachments**

Attachment A: Project Delivery Plan – I-680 Northbound HOV/Express Lane

Attachment B: I-680 Northbound HOV/Express Lane Funding Plan

Attachment C: I-680 NB Express Lane Implementation Schedule

## **PROJECT DELIVERY PLAN**

### **I-680 NORTHBOUND HOV/EXPRESS LANE**

#### **PRIMARY OBJECTIVE**

Construct a Northbound HOV and Express Lane that will bring balance between congestion relief, revenue generation, safety, and availability of funds.

#### **PROJECT LIMITS**

The 2005 Caltrans approved Project Report calls for constructing an HOV lane between State Route 237 in Santa Clara County to State Route 84 in Alameda County. However, the exact limits of the project will be determined by the Traffic Operations Analysis Report (TOAR) and accompanying Project Approval Document. These reports will define the bottleneck and the limits of the project.

#### **PROJECT SPONSOR**

Alameda County Transportation Commission

#### **PROJECT PARTNERS**

Sunol Smart Lane Joint Powers Authority, Caltrans, Metropolitan Transportation Commission, FHWA

#### **PROJECT SCOPE**

The 2005 approved Project Report calls for widening the median and the outside of the freeway to provide an HOV lane with enough width to convert into express lane. The scope included the widening of several structures and replacing Sheridan Interchange. The scope will also provide additional improvements to bring certain locations in the southbound direction to full standards.

The scope of the project as proposed by the plan for I-680 Northbound HOV / Express Lane Project (Project) is to construct an HOV / Express Lane and to and rehabilitate the existing pavement (Caltrans element). The limits of the project will be determined by the TOAR, which will define the location of the bottleneck and recommend project limits. The Project Approval Document will further refine the limits and the footprint of the project.



## **PROJECT NEED AND PURPOSE**

### **Project Need:**

I-680 NB currently experiences recurrent congestion during the PM peak period. Existing lanes do not provide sufficient capacity and the lack of an HOV lane reduces incentive for carpooling and limits the effectiveness of bus service in the corridor.

Constructing an HOV/Express Lane facility would allow the excess capacity in the HOV lane to be used productively. Single occupancy vehicles (SOVs) traveling in the mixed flow lanes of the freeway would have the option to pay a toll to utilize the express lanes. To maintain the integrity of the HOV lane facility, the toll price will be adjusted based on current traffic conditions in the express and mixed flow lanes to control the number of SOV drivers who choose to pay a toll and enter the express lanes facility.

AB 574 requires operations in the express lane facility to be at Level of Service (LOS) C or better, except where there is a written agreement with Caltrans that LOS D or better is permitted.

### **Project Purpose:**

The purpose of the project is to:

- Provide additional congestion relief through more effective use of roadways
- Provide enhanced operational and safety improvements
- Expand the available capacity for carpoolers
- Expand the mobility options in this congested corridor

Provide an additional funding source for transportation improvements including public transit. The Need and Purpose will be further refined during the Project Approval process.

## **PROJECT COST**

The cost of the I-680 Northbound HOV project as defined in the 2005 approved project report is \$132.5 million in 2005 dollars. The estimate is for the capital cost only and does not include the cost to convert to express lane and the rehabilitation of the existing pavement.

The cost of the project defined in this plan is dependent on the limits of the project. The Project Approval Document will provide an estimate of the capital and support cost of the project. The report will provide estimates to construct the HOV lane with enough widening to convert to Express Lane (the buffer), construct enforcement zone(s) if needed, install Electronic Toll System components including, electrical networks, overhead sign structures, tolling gantries, and rehabilitate the existing pavement.

The cost to prepare the TOAR, Revenue Forecast, and Project Approval Documents (Project Study Report/Project Report and Environmental Document) is shown on the Attachment B "Funding Plan".

## PROJECT SCHEDULE AND MILESTONES

A preliminary schedule to deliver the project (HOV /EL) is shown in Attachment C. The schedule may be modified based on the projects limits and physical constraints.

The project approval process will be through re-validation of the environmental document. The appropriate Project Approval Document will be selected through consultation with Caltrans. It is expected that a Supplement to the approved I-680 NB HOV Lane Project Report would be the appropriate document.

### MILESTONES:

- |   |               |
|---|---------------|
| • Agreement w/ CT for Project Development     | August 2011   |
| • System Manager on board                     | August 2011   |
| • TOAR/ Revenue Forecast Completed            | March 2012    |
| • Project Approval and Environmental Document | May 2012      |
| This phase includes preparation of;           |               |
| ○ Concept of Operations                       |               |
| ○ Enforcement Plan                            |               |
| ○ Expression of Interest                      |               |
| ○ Implementation Plan                         |               |
| ○ Public Meeting                              |               |
| • System Engineering Management Plan          | April 2012    |
| • Begin PS&E *                                | April 2012    |
| • System Integrator on Board *                | July 2012     |
| • Complete PS&E *                             | October 2013  |
| • RTL*  | February 2014 |
| • Advertise*                                  | March 2014    |
| • Award *                                     | June 2014     |
| • Open*                                       | Fall 2016     |

\* Dates are dependent on the Project Limits and related complexity

### AGREEMENTS NEEDED

Expression of Interest  
Tolling Agreement  
BATA  
CHP  
Caltrans – Various

## **TOLLING POLICY**

Tolling Policy defining the maximum and minimum toll price, and the hours of operations are needed to prepare the TOAR and the revenue forecast report.

These parameters could be refined and changed during the design of the Electronic Toll System and during the bench testing of the algorithm.

## **ISSUES and RISKS**

1. Air Quality PM2.5 requirements: Will impact the delivery of the Environmental document.
2. Congressional Resistance to Congestion Pricing: Approval of Tolling Agreement may be delayed.
3. Rehabilitation of the existing pavement: Caltrans needs to program the funds for this scope element. An agreement with Caltrans for rehabilitation funding should be executed prior to bringing preparation of the PS&E.
4. Potential for Legal challenges: Delay the approval of the environmental document.
5. Outside widening is required at certain sections to accomplish the assumed minimum typical section. This may propagate into additional widening to accomplish standards designs.
6. Caltrans Headquarters geometrician may not approve the design exceptions and may demand additional widening to correct design exceptions in the southbound direction that were granted to the southbound express lane project.
7. New draft express lanes guidelines prefer four-foot buffer.

## **COST and FUNDING**

|   |             |
|---|-------------|
| TOAR and Revenue Forecast                               | \$ 500,000  |
| System Manager*   | \$1,000,000 |
| Project Approval Document and<br>Environmental Document | \$4,000,000 |

\*System Manager Scope includes:

- Preparing Concept of Operations
- Assisting with Revenue Study
- Preparing Enforcement Plan
- Preparing System Engineering Management Plan
- Preparing System Integrator RFP
- Oversight of the System Integrator

I-680 Northbound HOV / Express Lane Project - Funding Plan Summary

EA:

| Item Number | Project Component                   | Contracts Ex./ |             | Cost to Date | Forecast to Completion | Est. at Completion |
|-------------|-------------------------------------|----------------|-------------|--------------|------------------------|--------------------|
|             |                                     | Prop to Date   |             |              |                        |                    |
| 1.0         | Project Feasibility Study           | \$500,000      |             |              | \$0                    | \$0                |
| 1.1         | TOAR and Revenue Forecast Report    | \$450,000      |             |              |                        |                    |
| 1.2         | Staff                               | \$50,000       |             | \$0          |                        |                    |
| 1.3         |                                     |                |             |              |                        |                    |
| 1.4         |                                     |                |             |              |                        |                    |
| 1.9         |                                     | \$0            |             | \$0          | \$0                    | \$0                |
| 2.0         | PE, Env. & Project Approval (PA&ED) | \$4,000,000    |             | \$0          | \$0                    | \$0                |
| 2.1         | PA&ED Contract                      | \$3,500,000    |             | \$0          |                        |                    |
| 2.2         |                                     |                |             | \$0          | \$0                    |                    |
| 2.3         | STAFF                               |                |             | \$0          |                        |                    |
| 2.9         | Uncommitted                         | \$500,000      |             | \$0          |                        |                    |
| 3.0         | Plans, Specs & Estimate (PS&E)      |                |             | \$0          | \$0                    | \$0                |
| 3.1         | PS&E Contract (Future)              |                |             | \$0          |                        |                    |
| 3.2         |                                     |                |             | \$0          | \$0                    |                    |
| 3.3         | STAFF                               |                |             | \$0          |                        |                    |
| 3.9         |                                     |                |             | \$0          | \$0                    |                    |
| 3.5         | System Integrator/ System Manager   | \$1,000,000    |             | \$0          | \$0                    | \$0                |
| 4.1         | System Manager                      | \$900,000      |             | \$0          |                        |                    |
| 4.2         | System Integrator                   |                |             | \$0          | \$0                    |                    |
| 4.3         | STAFF                               | \$100,000      |             | \$0          |                        |                    |
| 4.9         |                                     |                |             | \$0          | \$0                    |                    |
| 4.0         | Right of Way                        | \$0            |             | \$0          | \$0                    | \$0                |
| 4.1         | Utilities                           |                |             | \$0          |                        |                    |
| 4.2         |                                     |                |             | \$0          | \$0                    |                    |
| 4.3         | STAFF                               |                |             | \$0          | \$0                    |                    |
| 4.9         |                                     |                |             | \$0          | \$0                    |                    |
| 5.0         | Construction Engineering            |                |             | \$0          | \$0                    | \$0                |
| 5.1         | Construction Management (Future)    |                |             | \$0          |                        |                    |
| 5.2         | Design Consultant Support           |                |             | \$0          |                        |                    |
| 5.3         | STAFF                               |                |             | \$0          |                        |                    |
| 5.9         |                                     |                |             | \$0          | \$0                    |                    |
| 6.0         | Major Contract Capital Payments     | \$0            |             | \$0          | \$0                    | \$0                |
| 6.1         | Civil Improvements (Future)         |                |             | \$0          |                        |                    |
| 6.2         |                                     |                |             | \$0          | \$0                    |                    |
| 6.3         | STAFF                               |                |             | \$0          | \$0                    |                    |
| 6.9         |                                     |                |             | \$0          | \$0                    |                    |
| 99.0        | TOTAL                               |                | \$5,500,000 | \$0          | \$0                    | \$0                |

Assumptions

Project cost assumes use of existing pavement with no additional widening other than that done by 424.0 - I-580 WB HOV Lane Project.

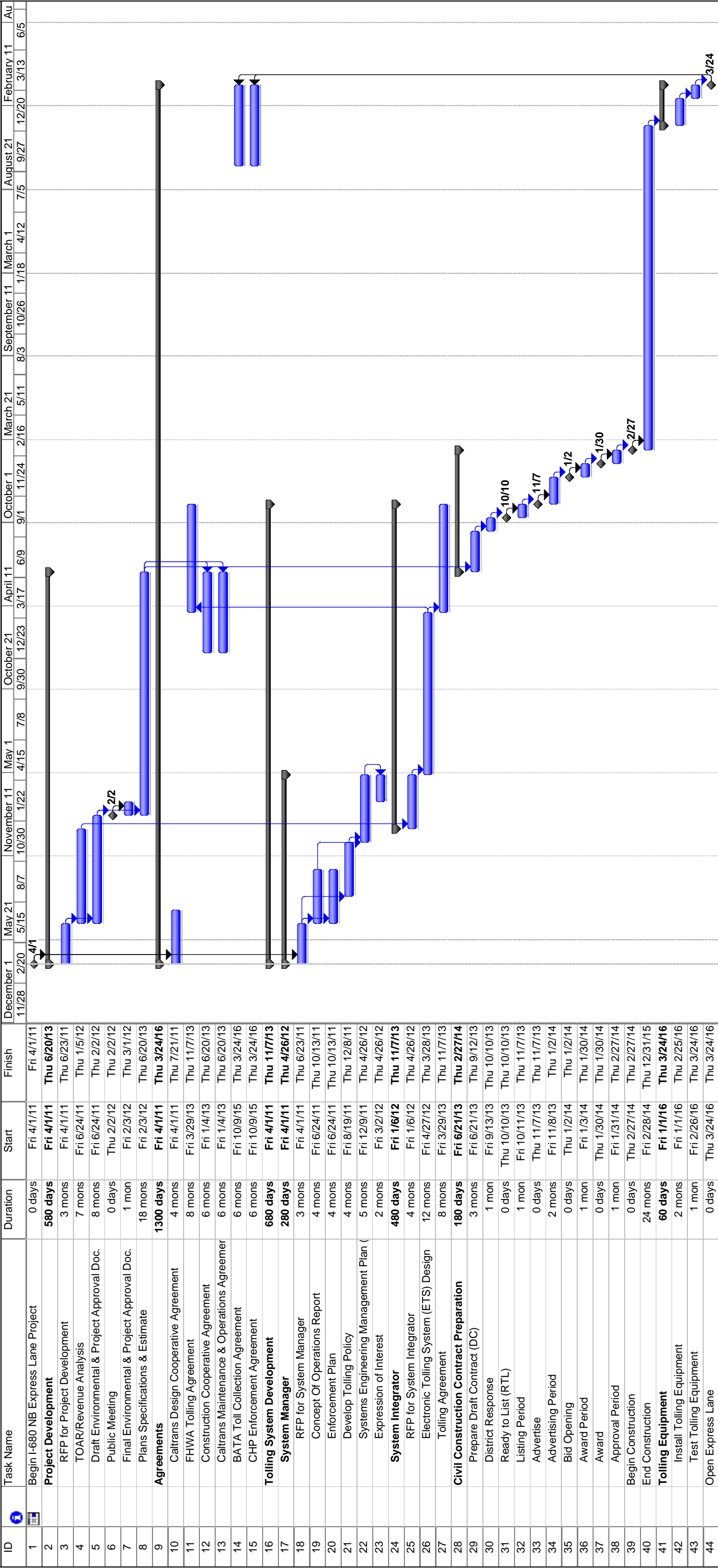
ACTC Proj.

Last Update: March 28, 2011

| Measure B   |     |     |  |     | Funding - TDB | Total Funding Amount |
|-------------|-----|-----|--|-----|---------------|----------------------|
| \$500,000   |     | \$0 |  | \$0 | \$0           | \$500,000            |
| \$450,000   |     |     |  |     |               | \$450,000            |
| \$50,000    |     |     |  |     |               | \$50,000             |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
| \$0         |     |     |  |     |               | \$0                  |
| \$4,000,000 | \$0 | \$0 |  | \$0 | \$0           | \$4,000,000          |
| \$3,500,000 |     |     |  |     |               | \$3,500,000          |
|             |     |     |  |     |               | \$0                  |
| \$500,000   |     |     |  |     |               | \$500,000            |
|             |     |     |  |     |               | \$0                  |
| \$0         | \$0 | \$0 |  | \$0 | \$0           | \$0                  |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
| \$1,000,000 | \$0 | \$0 |  | \$0 | \$0           | \$1,000,000          |
| \$900,000   |     |     |  |     |               | \$900,000            |
|             |     |     |  |     |               | \$0                  |
| \$100,000   |     |     |  |     |               | \$100,000            |
|             |     |     |  |     |               | \$0                  |
| \$0         | \$0 | \$0 |  | \$0 | \$0           | \$0                  |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
| \$0         | \$0 | \$0 |  | \$0 | \$0           | \$0                  |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
| \$0         | \$0 | \$0 |  | \$0 | \$0           | \$0                  |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
|             |     |     |  |     |               | \$0                  |
| \$5,500,000 | \$0 | \$0 |  | \$0 | \$0           | \$5,500,000          |

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I-680 Northbound Express Lane Implementation



Project: I-680 NB HOT Implementation  
Date: Thu 3/31/11

Task

Split

Progress

Milestone

Summary

Project Summary

External Tasks

External Milestone

Deadline

Page 1

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## Memorandum

**DATE:** March 29, 2011

**TO:** Programs and Projects Committee

**FROM:** Ray Akkawi, Manager of Project Delivery

**SUBJECT:** Approval of Project Delivery Plan for I-580 Westbound HOV/Express Lane Project and Authorize Staff to Issue an RFP for a System Manager

### Recommendations

It is recommended that the Commission approve the following actions in support of delivering the I-580 Westbound Express Lane project:

1. Approve the Project Delivery Plan which includes the scope, budget, and delivery schedule of the project;
2. Amend the Commission's previous authorization for staff to prepare and issue an RFP for System Manager for I-580 Eastbound to authorize the staff to prepare and issue an RFP for System Manager for the I-580 Corridor (Eastbound and Westbound) and for I-680 Northbound Express lane.

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

### Summary

A project delivery plan for the I-580 Westbound Express Lane project is needed to define the scope, cost including funding sources, delivery options, and implementation schedule. The plan details the scope of the project, potential funding sources, and roles and responsibilities of partners.

### Discussion

#### *Action 1:*

As the project development of the I-580 Westbound HOV project proceeds toward completion, staff is evaluating the several options to convert the HOV Lane to an Express Lane. The feasibility study to convert the HOV lane into an express lane will include a Traffic Operations Analysis Report (TOAR). The report will be accompanied by toll revenue forecast. The TOAR will determine the number of lanes needed and the timing to implement these lanes. A single Express Lane facility could provide congestion relieve for a number of years before it reaches its capacity.



The scope of the Westbound HOV Lane project calls for the construction of one HOV lane with additional width to convert the HOV lane to a single express lane. The capital cost of the Westbound HOV Lane Project is funded by Corridor Mobility Improvements Act (Proposition 1B) funds. It is expected that the latest date to request CMIA funds from California Transportation Commission (CTC) is June 2012.

The project delivery plan for the Westbound Express Lane Project addresses the conversion of the HOV lane to a single express lane. The project delivery plans addresses the project development process for civil elements, the development of the Electronic Toll System, the required cooperative, interface, enforcement, and tolling agreements, the estimated cost of the project, the potential funding sources, options to implement the conversion, the schedule, and the issues associated with the project. The project delivery plan was discussed with Caltrans, owner of the facility and MTC, owner of the Regional Hot Lane Network.

**Action 2:**

At the February 2011 meeting, the Commission authorized staff to prepare and issue an RFP for System Manager for I-580 Eastbound Express Lane Project. Staff is requesting the Commission to amend the authorization to issue an RFP for System Manager for the I-580 Corridor (Eastbound and Westbound) and I-680 Corridor. Having a single System Manager for all of the Alameda CTC managed Express Lanes will provide consistency between the express lanes in the same corridor. The scope of the RFP includes the following elements:

- a. Update the Revenue forecast for the I-580 Eastbound Express Lane (Preparation of the I-580 Westbound Revenue Forecast is underway)
- b. Assist with the revenue forecast for I-680 Northbound Express Lane.
- c. Prepare the Concepts of Operations
- d. Prepare the Enforcement Plans
- e. Prepare the System Engineering Management Plans
- f. Prepare the RFP's for System Integrator
- g. Assist in the review and selection of the System Integrator contracts
- h. Manage and oversee the work of the System Integrators including budget and schedule.
- i. Establish, monitor, and approve the Factory Acceptance Testing, System Acceptance Testing, Performance Evaluation and operations management.

**Attachments**

Attachment A: I-580 Westbound Express Lane Project Delivery Plan

Attachment B: I-580 Westbound HOT Lane Project Funding Plan

Attachment C: I-580 Westbound HOT Implementation Schedule

## PROJECT DELIVERY PLAN

### I-580 WESTBOUND EXPRESS LANE

#### **PROJECT LIMITS**

The proposed project limits are from Greenville Road in the City of Livermore to San Ramon Road/Foothill Road in the Cities of Dublin and Pleasanton.

#### **PROJECT SPONSOR**

Alameda County Transportation Commission

#### **PROJECT PARTNERS**

Caltrans, Metropolitan Transportation Commission, FHWA

#### **PROJECT SCOPE**

The I-580 Westbound Express Lane Project (Project) will convert the proposed westbound HOV Lane to an Express Lane that meets the full geometrics standards. The Westbound HOV lane project proposes to widen the freeway to allow the conversion of the HOV lane to a single express lane. Development of the project includes the following:

1. Preparation of a Project Study Report/ Project Report for the conversion to Express Lane;
2. Preparation of an Environmental Document to allow the conversion to Express Lane;
3. Approval of necessary design exceptions
4. Location and design of the ingress and egress zones;
5. Location and design of enforcement zones
6. Design of roadside signs and overhead sign structures;
7. Design of toll gantries
8. Design of CCTV polls
9. Striping plans
10. Electrical network design

#### **PROJECT COST**

The estimated cost of the project is \$16.5 million.  
Attachment B shows the funding plan for this project.

|

## **PROJECT SCHEDULE AND MILESTONES**

The design of the Westbound HOV lane project is nearing 100% completion. The Plans, Specifications and Estimates (PS&E) will be submitted to Caltrans HQ in July for a final contract preparation. The project will receive the "Ready to List" status in November 2011. Approval for the conversion to express lane will be through the preparation of a Project Study Report/Project Report and revalidation of the westbound I-580 HOV lane environmental document. The implementation plan for the conversion to express lane will be a combination of a contract change order to the civil contract and the addition of some civil work to the system integration contract.

A preliminary schedule to open the facility as HOV /EL is shown on attachment C.

### **MILESTONES:**

|  |                 |
|--|-----------------|
| Agreement w/ CT for Project Development  | June 2011       |
| System Manager on board  | June 2011       |
| TOAR/ Revenue Completed  | June 2011       |
| PAED   | Sept. 2012      |
| Includes Concept of Operations Report, Enforcement Plan, Expression of Interest, and Implementation Plan |                 |
| SEMP   | Apr. 2012       |
| Begin PS&E   | June 2012       |
| System Integrator on Board   | Sept. 2012      |
| Issue CCO  | Sep 2013        |
| Open   | With HOV (2014) |

### **AGREEMENTS NEEDED**

Expression of Interest  
Tolling Agreement  
BATA  
CHP  
Caltrans – Various

### **TOLLING POLICY**

Tolling Policy defining the maximum and minimum toll price, and the hours of operations is needed to prepare the TOAR and the revenue forecast. These parameters could be refined during the design of the Electronic Toll System and during the bench testing of the algorithm.

**ISSUES and Risks**

1. Air Quality PM 2.5 requirements: Will impact the revalidation of the Environmental document.
2. Congressional Resistance to Congestion pricing: Approval of Tolling Agreement may be delayed

**FUNDING**

|                         |                |
|-------------------------|----------------|
| TVTC:                   | \$ 3.4 million |
| IMD:                    | \$ 1.0 million |
| Additional Funding TBD: | \$12.1 million |
| TOTAL:                  | \$16.5 million |

**COST**

|   |              |
|---|--------------|
| Scoping (Incl. TOAR and Revenue Forecast) | \$ 600,000   |
| Environmental                             | \$ 425,000   |
| Design                                    | \$ 300,000   |
| System Manager/Integrator                 | \$ 1,000,000 |
| Construction                              | \$ 8,300,000 |
| TOTAL:                                    | \$16,500,000 |

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I-580 Westbound HOT Project - Funding Plan Summary

EA: 04-0G190K

| Item Number | Project Component                     | Contracts Ex./ Prop to Date | Cost to Date | Forecast to Completion | Est. at Completion |
|-------------|---------------------------------------|-----------------------------|--------------|------------------------|--------------------|
| 1.0         | Project Initiation Document (PID)     | \$1,250,000                 | \$379,491    | \$870,509              | \$1,250,000        |
| 1.1         | A09-003 URS I-580 WB HOT              | \$400,024                   | \$297,211    | \$102,813              | \$400,024          |
| 1.2         | PSR (RFP Pending)                     | \$710,000                   | \$0          | \$710,000              | \$710,000          |
| 1.3         | Wendel Rosen                          | \$1,000                     | \$648        | \$352                  | \$1,000            |
| 1.4         | ACCMA STAFF                           | \$138,976                   | \$81,632     | \$57,344               | \$138,976          |
| 1.9         | Uncommitted                           | \$0                         | \$0          | \$0                    | \$0                |
| 2.0         | PE, Env. & Project Approval (PA&ED)   | \$450,000                   | \$0          | \$450,000              | \$450,000          |
| 2.1         | PA&ED Contract (Future)               | \$400,000                   | \$0          | \$400,000              | \$400,000          |
| 2.2         |                                       |                             | \$0          | \$0                    |                    |
| 2.3         | ACCMA STAFF                           | \$50,000                    | \$0          | \$50,000               | \$50,000           |
| 2.9         | Uncommitted                           |                             | \$0          | \$0                    |                    |
| 3.0         | Plans, Specs & Estimate (PS&E)        | \$300,000                   | \$0          | \$300,000              | \$300,000          |
| 3.1         | PS&E Contract (Future)                | \$250,000                   | \$0          | \$250,000              | \$250,000          |
| 3.2         |                                       |                             | \$0          | \$0                    |                    |
| 3.3         | ACCMA STAFF                           | \$50,000                    | \$0          | \$50,000               | \$50,000           |
| 3.9         | Uncommitted                           |                             | \$0          | \$0                    |                    |
| 3.5         | System Integrator                     | \$6,000,000                 | \$0          | \$6,000,000            | \$6,000,000        |
| 4.1         | System Integrator (Future)            | \$5,750,000                 | \$0          | \$5,750,000            | \$5,750,000        |
| 4.2         |                                       |                             | \$0          | \$0                    |                    |
| 4.3         | ACCMA STAFF (Based on EB Utilization) | \$250,000                   | \$0          | \$250,000              | \$250,000          |
| 4.9         | Uncommitted                           |                             | \$0          | \$0                    |                    |
| 4.0         | Right of Way                          | \$200,000                   | \$0          | \$200,000              | \$200,000          |
| 4.1         | Utilities (Future)                    | \$200,000                   | \$0          | \$200,000              | \$200,000          |
| 4.2         |                                       |                             | \$0          | \$0                    |                    |
| 4.3         | ACCMA STAFF                           |                             | \$0          | \$0                    |                    |
| 4.9         | Uncommitted                           |                             | \$0          | \$0                    |                    |
| 5.0         | Construction Engineering              | \$900,000                   | \$0          | \$900,000              | \$900,000          |
| 5.1         | Construction Management (Future)      | \$500,000                   | \$0          | \$500,000              | \$500,000          |
| 5.2         | Design Consultant Support             | \$200,000                   | \$0          | \$200,000              | \$200,000          |
| 5.3         | ACCMA STAFF                           | \$200,000                   | \$0          | \$200,000              | \$200,000          |
| 5.9         | Uncommitted                           |                             | \$0          | \$0                    |                    |
| 6.0         | Major Contract Capital Payments       | \$7,400,000                 | \$0          | \$7,400,000            | \$7,400,000        |
| 6.1         | Civil Improvements (Future)           | \$7,400,000                 | \$0          | \$7,400,000            | \$7,400,000        |
| 6.2         |                                       |                             | \$0          | \$0                    |                    |
| 6.3         | ACCMA STAFF                           |                             | \$0          | \$0                    |                    |
| 6.9         | Uncommitted                           |                             | \$0          | \$0                    |                    |
| 99.0        | TOTAL                                 | \$16,500,000                | \$379,491    | \$16,120,509           | \$16,500,000       |

Assumptions  
Project cost assumes use of existing pavement with no additional widening other than that done by 424.0 - I-580 WB HOV Lane Project.

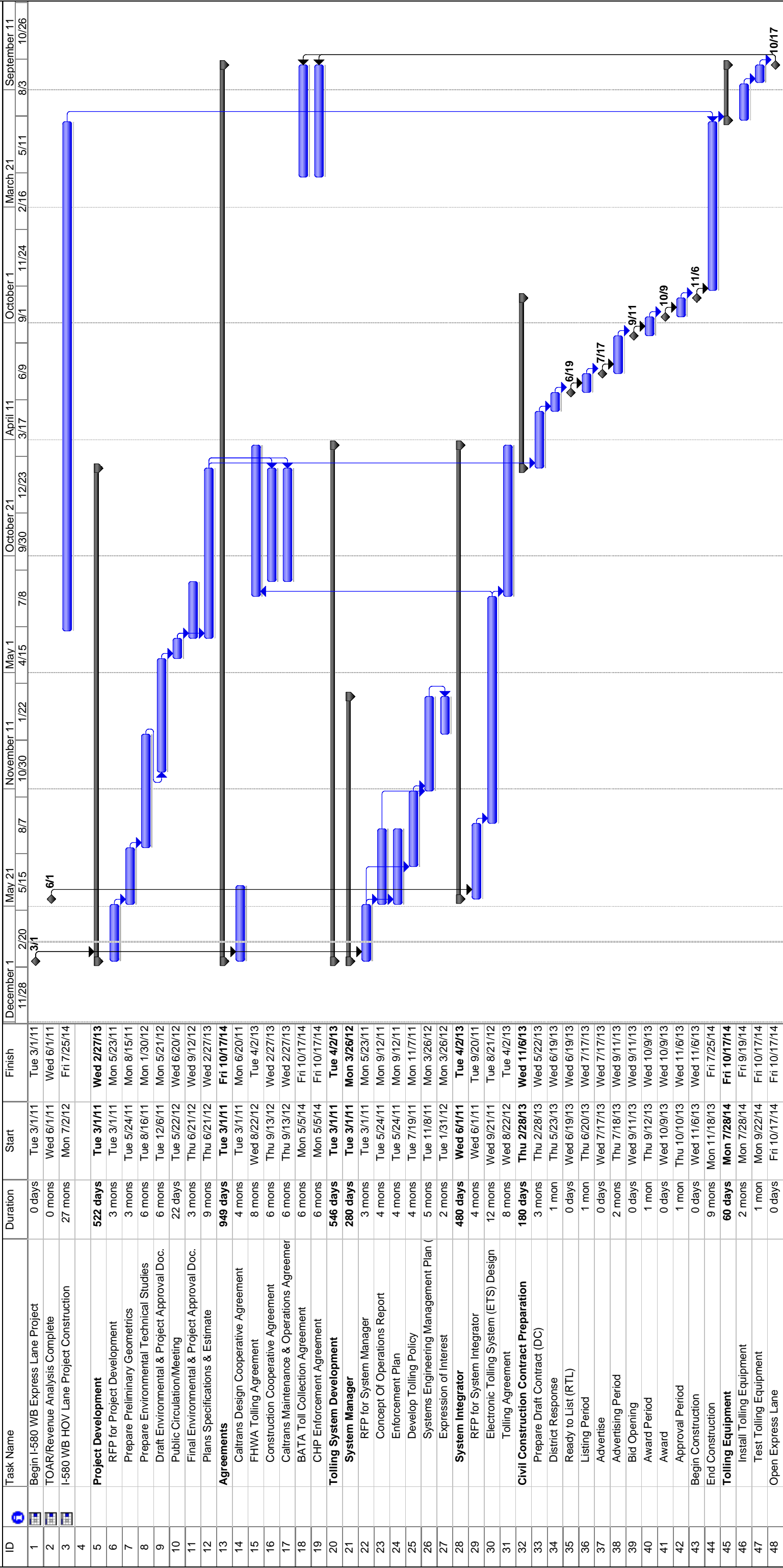
CMA Proj. 424.1

Last Update: March 10, 2011

| TVTC        | Fed - IMD   | LONP | I-580 Corridor Savings | Funding - TDB | Total Funding Amount |
|-------------|-------------|------|------------------------|---------------|----------------------|
| \$700,000   | \$550,000   | \$0  | \$0                    | \$0           | \$1,250,000          |
| \$400,024   |             |      |                        |               | \$400,024            |
| \$200,000   | \$510,000   |      |                        |               | \$710,000            |
| \$1,000     |             |      |                        |               | \$1,000              |
| \$98,976    | \$40,000    |      |                        |               | \$138,976            |
| \$0         |             |      |                        |               | \$0                  |
| \$0         | \$450,000   | \$0  | \$0                    | \$0           | \$450,000            |
|             | \$400,000   |      |                        |               | \$400,000            |
|             | \$50,000    |      |                        |               | \$50,000             |
|             |             |      |                        |               | \$0                  |
| \$300,000   | \$0         | \$0  | \$0                    | \$0           | \$300,000            |
| \$250,000   |             |      |                        |               | \$250,000            |
| \$50,000    |             |      |                        |               | \$50,000             |
| \$0         | \$0         | \$0  | \$6,000,000            | \$0           | \$6,000,000          |
|             |             |      | \$5,750,000            |               | \$5,750,000          |
|             |             |      | \$250,000              |               | \$250,000            |
| \$200,000   | \$0         | \$0  | \$0                    | \$0           | \$200,000            |
| \$200,000   |             |      |                        |               | \$200,000            |
|             |             |      |                        |               | \$0                  |
| \$900,000   | \$0         | \$0  | \$0                    | \$0           | \$900,000            |
| \$500,000   |             |      |                        |               | \$500,000            |
| \$200,000   |             |      |                        |               | \$200,000            |
| \$200,000   |             |      |                        |               | \$200,000            |
| \$0         |             |      |                        |               | \$0                  |
| \$1,300,000 | \$0         | \$0  | \$0                    | \$6,100,000   | \$7,400,000          |
| \$1,300,000 |             |      |                        | \$6,100,000   | \$7,400,000          |
|             |             |      |                        |               | \$0                  |
|             |             |      |                        |               | \$0                  |
|             |             |      |                        |               | \$0                  |
| \$3,400,000 | \$1,000,000 | \$0  | \$6,000,000            | \$6,100,000   | \$16,500,000         |

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### Westbound I-580 Express Lane Implementation Schedule





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## Memorandum

**DATE:** March 29, 2011

**TO:** Programs and Projects Committee

**FROM:** Ray Akkawi, Manager of Project Delivery

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

### Recommendation

It is recommended that the Commission approve Amendment No. 1 to the Electronic Toll System (ETS) development and implementation contract with Electronic Transactions Consultants (ETC) Corporation, to extend the contract expiration date from June 30, 2011 to June 30, 2012. The contract time extension is needed to allow the Commission to continue to provide ETS operations and maintenance services to Sunol Smart Lane Corridor Joint Powers Authority in operating the Southbound I-680 Express Lane.

Approval of the contract expiration date will not increase the contract budget and will not have a fiscal impact.

### Summary

The Sunol Smart Lane Corridor Joint Powers Authority (JPA) is the operating agency of the Southbound I-680 Express Lane. The executed agreement between Alameda County Congestion Management Agency (now the Commission) and the JPA required the CMA to act as the managing agency of the project. The CMA Board awarded the ETS contract to ETC for an amount not to exceed \$6,097,000 on December 11, 2008. This amount covers the development and implementation of the ETS, one year warranty, one year of optional operations and maintenance, and a contract contingency. After opening the lane on September 20, 2010, ETC continued to provide management, operations and maintenance of the ETS as part of the System Testing and Calibration. The one warranty period will begin April 1<sup>st</sup> 2011 and will expire on March 31, 2012. After that the Alameda CTC may choose to exercise the optional one year O&M. ETC is responsible for providing services during the warranty period. This period will allow the Commission to either maintain the contract with ETC to provide the O&M services or enter into a contract with another contractor.

### Discussion/Background

The I-680 Southbound Express Lane project has two components; the civil elements which include the widening the existing freeway from Route 84 in the City of Pleasanton to Route 237

in the City of Milpitas, and the Electronic Toll System element that provides the software and electronics necessary to collect traffic data, calculate the dynamic tolling price, and communication with the California Highway Patrol, Toll Data Center, and the Customer Service Center resides at the Bay Area Toll Authority. The ACCMA administers the ETS contract. The contract was awarded to ETC in December 2008. The contract included the development and implementation of the ETS, the warranty period and one year of operations and maintenance of the facility. The schedule developed in 2008 showed a completion of the implementation phase of the ETS in June 2010, followed by a one year of warranty and an optional one year of O&M, if the CMA chooses to. Due to delays by the civil contractor, the lane was opened on September 20, 2010. The System Acceptance Test was completed in January 2011 and approved in March 2011. Thus, the warranty period will commence April 2011 and ends in March 2012.

It is recommended that that the Commission approve extending ETC contract for the entire warranty period and the first three months of the operations and maintenance. June 30, 2012 is also the expiration of the time period to spend the Regional Improvement Program (RIP) funds allocated for this contract.

**Fiscal Impact**

There will be no impact to the approved ACCMA budget by this action. This action will amend the time of an existing contract.



## Memorandum

**DATE:** March 29, 2011

**TO:** Programs and Projects Committee

**FROM:** Ray Akkawi, Manager of Project Delivery

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

### Recommendation

It is recommended the Commission approve Amendment No. 2 to the Center to Center contract with DKS Associates, to extend the contract expiration date from December 31, 2010 to October 31, 2011. The contract time extension is needed to allow the Commission to continue to provide support to Metropolitan Transportation Commission and the Tri-Valley Cities in implementing the Center to Center System.

Approval of the contract expiration date will not increase the contract budget and will have no fiscal impact.

### Summary

The Center to Center System (C2C) project provides communication connectivity between the Tri-Valley cities and the rest of the Bay Area cities. The traffic data exchange and information between the cities and the major Traffic Management Centers in the Bay Area will help commuters traveling between the cities in the bay area. Metropolitan Transportation Commission (MTC) initiated the C2C systems and provided the CMA the necessary funding to implement the interface between the cities. MTC requested that the interface be delayed until MTC renewed its traffic data contract.

### Discussion/Background

On January 24, 2008, the ACCMA Board authorized the execution of a professional services contract to provide support for the Center to Center Programs Communications Hub for the Tri-Valley Smart Corridor Project. A contract was executed with DKS Associates for Phase 1 in November 2008 for \$179,962.00. Phase 1 was to conduct research to determine the types of systems in the Tri-Valley Smart Corridor. In December 2009 Amendment 1 was executed to for an amount not to exceed \$318,636 to implement phase 2; design and implementation of the system. The amendment also extended the contract time to December 31, 2010.

Since the implementation and testing is dependent on the availability of other TMCs, the implementation was delayed until such date when other TMCs were ready to interface with the Tri-

Valley Cities. The contract needs to be extended until October 31, 2011 to allow for the completion of the implementation and testing of the system.

Staff recommends that the Commission authorize the Executive Director to amend DKS Associates contract to extend the contract time to expire on October 31, 2011.

**Fiscal Impact**

Approval of the requested action will have no impact on the approved ACCMA budget. This action will extend contract time only.



## Memorandum

**DATE:** March 29, 2011

**TO:** Programs and Projects Committee

**FROM:** Ray Akkawi, Manager of Project Delivery

**SUBJECT:** Approval of Amendment No. 4 to the I-680 Smart Carpool Lane Public Education and Marketing with Solem & Associates to extend Expiration Date of Contract

### Recommendation

It is recommended the Commission approve Amendment No. 4 to the I-680 Smart Carpool Lane Public Education and Marketing contract with Solem & Associates to extend the contract expiration date from December 31, 2010 to December 31, 2011. The contract time extension is needed to continue maintaining the Express Lane website, public outreach and customer services during the operations phase of the Express Lane Project.

Approval of the contract expiration date will not increase the contract budget and will have no fiscal impact.

### Summary

The I-680 Express Lane is the first Express Lane in Northern California. Many changes to the existing HOV facility are introduced by the implementation of the Express Lane. A new buffer between the Express Lane and general purpose lane, limited entrances and exits, dynamic tolling, and longer hours of operations are among the changes that the public needs to be educated on. The CMA, the managing agency of the I-680 Express Lane, hired Solem & Associates to prepare the education and marketing plan, and to implement the plan. The implementation phase of the plan extends beyond the opening of the facility.

### Discussion/Background

On April 27, 2006, the ACCMA Board authorized the execution of a Public Education and Marketing contract to provide these services for the I-680 Smart Carpool Lane Project. A contract was executed with Solem & Associates in October 2008 for \$398,910.00. In January 2008 Amendment 1 was executed to perform supplemental services to create video and increased the contract by \$47,000. In July 2009, Amendment No. 2 was executed to increase the contract by \$200,000 to a revised total of \$645,910 as well as extend the contract for 16 month and expire on December 31, 2010. In April 2010, Amendment 3 was executed to increase the contract value by \$482,000 to implement the marketing plan and revised the contract total value to \$1,127,910. Implementation of the plan has two phases, the first phase included educating the public and marketing the facility prior to opening the express lane; the second phase includes the maintenance of the website, perform periodic evaluation of the users of the facility, and if needed additional marketing and media campaigns.

Staff recommends that the Commission authorize the Executive Director to amend Solem & Associates contract to extend the contract time to expire on December 31, 2011.

**Fiscal Impact**

Approval of the requested action will have no impact on the approved ACCMA budget. This action will extend contract time only.



## Memorandum

**DATE:** March 31, 2011

**TO:** Programs and Projects Committee

**FROM:** Stephen D. Haas, Project Manager  
Ray Akkawi, Manager of Project Delivery

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

### Recommendation

It is recommended that the Commission approve Amendment No. 2 to the contract with BKF Engineers, Inc., to extend the contract expiration date to December 31, 2011. BKF Engineers is preparing a Project Study Report/Project Report (PSR/PR) for improvements at the I-880/Marina Blvd. Interchange.

Approval of the contract expiration date will not increase the contract budget and will have no fiscal impact.

### Summary

The City of San Leandro desires to reconfigure the I-880 Marina Blvd. Interchange and has entered into an agreement with the CMA whereby the CMA will prepare the necessary documents to approve the interchange work and incorporate the approved project into the I-880 Southbound HOV Lane Project.

Completion of the PSR/PR is contingent on the approval of the project geometrics by Caltrans. The proposed project includes an exception to Caltrans design standards for intersection spacing and City of San Leandro, Alameda CTC and BKF staff are working with Caltrans to find a mutually acceptable alternative. Approval of a contract extension will allow that effort to continue.

### Discussion/Background

On April 14, 2008 the CMA Board authorized the execution of contracts and agreements to provide design and environmental services in support of the I-880/Marina Blvd. IC Improvement Project. A contract was subsequently entered into with BKF Engineers prepare a PSR/PR. This contract was amended in July 2009 to extend the contract expiration date to December 31, 2010.

### Fiscal Impact

Approval of the requested action will have no impact on the approved Alameda CTC budget. This action will extend contract time only.



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## Memorandum

**Date:** March 28, 2011

**To:** Programs and Projects Committee

**From:** John Hemiup, Project Manager

**Subject:** **Approval of Authorization to Award Construction Contract for I-80 ICM Project - Traffic Operations System Project No. 3**

### Recommendations

Staff recommends that the Commission:

1. Approve the award of the construction contract to the firm Rosendin Electric for the construction of the I-80 ICM Traffic Operations Systems Project No. 3. Rosendin Electric was the lowest responsive bidder for the construction contract; and,
2. Authorize the Executive Director to execute the construction contract with Rosendin Electric in an amount not to exceed \$1,230,000 which includes \$50,000 of Optional Bid Items. The construction contract amount will be included in the construction capital budget of \$1,540,000, which also includes budget for supplemental work and contract contingency.

### Discussion

The I-80 ICM Project will reduce congestion and delays in the 20-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects in order to stage the delivery of contracts, take advantage of the good construction bidding climate of recent years, and minimize project delivery risk to these projects by narrowing each contract's scope. The seven projects are:

- Project No. 1: Software & Systems Integration
- Project No. 2: Specialty Material Procurement
- Project No. 3: Traffic Operations Systems (TOS)
- Project No. 4: Adaptive Ramp Metering (ARM)
- Project No. 5: Active Traffic Management (ATM)
- Project No. 6: San Pablo Corridor Arterial and Transit Improvement Project
- Project No. 7: Richmond Parkway Transit Center

The I-80 ICM TOS Project No. 3 will install vehicle monitoring stations, highway advisory radios (HAR), variable message signs, a communication system and various electrical connections along the I-80 corridor from Emeryville to the Carquinez Bridge along I-80 within the State Right-of-Way.

The project had obtained an encroachment permit from Caltrans and was ready for advertisement in October 28, 2009.

On July 2009, the Alameda County Congestion Management Agency Board authorized the former Executive Director to advertise and request bids for the construction of the I-80 ICM Traffic Operations Systems (TOS) Project No. 3 for an amount not to exceed \$2,144,000.

The California Transportation Commission (CTC) in January 2011 allocated \$2.466 million (\$2.144 million Construction and \$0.322 million Construction Support) in Corridor Mobility Improvement Account (CMIA) State bond funds for the construction phase of Project No. 3.

The Notice to Contractors requesting bids was issued March 1, 2011. A pre-bid meeting was held at the Alameda CTC offices on March 15, 2011. This pre-bid meeting was well attended by representatives of nine (9) firms as follows:

- Royal Electric (Sacramento, CA)
- Contra Costa Electrical Compliance (Martinez, CA)
- Rosendin Electric (San Jose, CA)
- W. Bradley Electric, Inc. (Novato, CA)
- Steiny and Company (Vallejo, CA)
- Team Econolite Traffic Engineering & Maintenance, Inc. (Santa Clara, CA)
- Ray's Electric (Oakland, CA)
- Siemens (Fremont, CA)
- Amland Corp. (San Jose, CA)

The opening of bids was conducted on March 29, 2001 at the Alameda CTC offices and five (5) bids were received. The five (5) bids, and the comparison of the bids to the Engineers Estimate for construction work, are as follows:

| <b>Firm</b>               | <b>Bid</b>         | <b>Comparison to Engineer's Estimate</b> |
|---------------------------|--------------------|--|
| <i>Engineers Estimate</i> | <i>\$1,802,524</i> | <i>0</i>                                 |
| Rosendin Electric         | <b>\$1,177,856</b> | (\$624,667)<br>(35%)                     |
| Steiny and Co.            | \$ 1,387,605       | (\$414,919)<br>(23%)                     |
| Amland Corp.              | \$ 1,476,840       | (\$325,684)<br>(18%)                     |
| W. Bradley Electric, Inc. | \$ 1,629,055       | (\$173,469)<br>(10%)                     |
| Ray's Electric            | \$1,890,122        | \$87,598<br>5%                           |

All five (5) firms were relatively consistent in their bids on the material items in terms of price. In general, their bids on individual contract items were consistently lower than those in the Engineer's Estimate. In addition, these bids results are consistent with the current trend of low bids received on recently bid highway construction contracts.

The Notice of Intent to Award the construction contract TOS Project No. 3 to the firm Rosendin Electric was sent to all Bidders on March 29<sup>th</sup>. The Bid Protest Period commenced on March 29<sup>th</sup> and will end April 4<sup>th</sup>. If a written Bid Protest is received by the Alameda CTC during this period, staff will inform the Commission of the outcome.

**Fiscal Impacts**

The Construction Capital Phase budget of \$1,540,000 will be funded through the Corridor Mobility Improvement Account (CMIA) of the State Infrastructure Bond Program (Proposition 1B) and are included in the approved Alameda CTC budget for the Traffic Operations Systems (TOS) Project No. 3.

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## Memorandum

**DATE:** March 29, 2011

**TO:** Programs and Projects Committee

**FROM:** Stephen D. Haas, Project Manager

**SUBJECT:** **Approval of CMA TIP funds to supplement budget for the I-880 Southbound HOV Lane Project**

### Recommendation

It is recommended that the Commission authorize an additional \$800,000 in CMA-TIP funds for design support for the Interstate 880 Southbound HOV Lane Project and authorize the Executive Director to amend the existing design services contract with Rajappan & Meyer Consulting Engineers, Inc. (R&M) to provide additional seismic design services and to extend the contract expiration date to December 31, 2012. R&M provides design services for the I-880 Southbound HOV Lane Widening Project, North Segment. This is an Alameda CTC sponsored project.

### Summary

The I-880 Southbound HOV Lane Widening Project includes the widening of the San Leandro Creek Bridge. During the Bridge Type Selection process, it was determined that the bridge requires additional seismic retrofit work to be completed as a part of the bridge widening. The additional funds will be used to amend the R&M design contract to provide seismic design services

### Discussion and Background

On December 6, 2007 the ACCMA Board authorized the execution of all necessary contracts, agreement and amendments to provide preliminary engineering and environmental, final design, right of way, utility, railroad and construction support services for the I-880 Southbound HOV Lane Widening Project for up to \$12.7 million. On September 23, 2010 the Alameda CTC authorized an additional \$1.605 million for these tasks for a total of \$14.305 million.

In April 2009 a Bridge Type Selection Meeting was held with Caltrans Office of Structures Design staff to discuss the approach of the seismic analysis and the overall widening of the bridge and foundations. At this meeting the project design consultant presented the draft type Selection Report. In this report the consultants identified the fact that the bridge consists of three distinct structures constructed side-by-side. Because of this it was recommended that only the structure to be widened be retrofit. While acknowledging that the bridge consists of three different structures, Caltrans rejected the proposal that only the affected structure needed be retrofit.

Caltrans rejected the Type Selection Report and asked that it be resubmitted with seismic analysis for all three structures. The project designers revised and resubmitted the Type Selection Report for review, but Caltrans again rejected the Type Selection Report and asked that it be re-done again to reflect recently adopted seismic design guidelines.

A third Type Selection is scheduled for April 6, 2011.

**Fiscal Impacts**

This action would increase CMA TIP funds programmed to the Project by \$800,000 to a total of \$7,325,000. The CMA TIP program can accommodate the proposed programming, but the revenues and costs associated with this change will reduce the Transportation Improvement Program (TIP) capacities by \$800,000. The approved ACTC budget will be adjusted accordingly

**Attachment**

None



## Memorandum

**Date:** March 30, 2011

**To:** Programs and Projects Committee

**From:** John Hemiup, Project Manager

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

### Recommendations

Staff recommends that the Commission:

1. Authorize the Executive Director to negotiate a System Manager Services contract with Kimley Horn & Associates to support the San Pablo Corridor Arterial and Transit Improvement Project No. 6; and
2. Authorize the Executive Director to negotiate an amendment to the existing design contract with Kimley Horn & Associates for providing Design Services during construction for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and for the Traffic Operations Systems (TOS) Project No. 3.

### Discussion

The I-80 ICM Project will reduce congestion and delays in the 20-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects in order to stage the delivery of contracts, take advantage of the good construction bidding climate of recent years, and minimize project delivery risk to these projects by narrowing each contract's scope. The seven projects are:

- Project #1: Software & Systems Integration
- Project #2: Specialty Material Procurement
- Project #3: Traffic Operations Systems (TOS)
- Project #4: Adaptive Ramp Metering (ARM)
- Project #5: Active Traffic Management (ATM)



Project #6: San Pablo Corridor Arterial and Transit Improvement Project  
Project #7: Richmond Parkway Transit Center

The California Transportation Commission (CTC) allocated over \$23 million in State bond funds for the implementation of Project No.3 and Project No. 6. Under an agreement with Caltrans, the Alameda CTC is responsible for the construction administration and management of the Projects 1, 2, 3, and 6. Implementation of Project No. 6 requires two (2) professional services:

1. To provide Design Services during Construction phase including Request for Information (RFI), Submittal review, Design changes, etc.
2. To provide System Management services to manage and oversee System Integration functions performed by the System Integrator.

Implementation of Project No. 3 requires one professional service:

1. To provide Design Services during Construction phase including Request for Information (RFI), Submittal review, Design changes, etc.

In 2007, the Alameda County Congestion Management Agency (ACCMA) had previously retained Kimley Horn & Associates to provide design services for the I-80 ICM project through RFP No. A07-007. Said RFP had provisions granting ACCMA/ACTC the option to retain Kimley Horn & Associates for the System Integrator/System Manager role for the project.

Staff is recommending that the Commission authorize the Executive Director to enter into negotiations with Kimley Horn & Associates to provide System Manager Services for Project No. 6.

Staff is also recommending that the Commission authorize the Executive Director to enter into negotiations with Kimley Horn & Associates to provide Design Services during Construction Phase for Project No. 6 and Project No. 3. Staff will return to the Commission to request an amendment to the existing contract with Kimley Horn & Associates when negotiations are concluded.

### **Fiscal Impacts**

The revenues and costs associated with these projects will be funded through the Traffic Light Synchronization Program (TLSP) and the Corridor Mobility Improvement Account (CMIA) both within the State Infrastructure Bond Program (Proposition 1B) and are included in the approved Alameda CTC budget.



## Memorandum

**DATE:** March 30, 2011

**TO:** Programs and Projects Committee

**FROM:** Arthur L. Dao, Executive Director  
Liz Brazil, Contracts Administrator

**SUBJECT:** **Approval of Consultant Team Selected to Provide Project Controls and Project Delivery Management Services and Authorization to Negotiate and Execute a Contract**

### Recommendation

Staff recommends that the Committee approve the selection of Moffatt & Nichol (M&N) to provide consultant services for project controls and project delivery management services for the Alameda CTC and authorize the negotiation and execution of a contract for these services.

### Summary

On March 1, 2011, the Alameda CTC released a Request for Proposals (RFP) for project controls and project delivery management services. M&N was the sole proposer to respond to the RFP which was due on March 25, 2011. The proposal demonstrates that the M&N team has strong project management and project controls skills and an excellent grasp of both ACTIA Measure B programs and the project delivery requirements for the ACCMA capital program. The proposal meets all requirements in response to the scope of work and is in compliance with the Underutilized Disadvantaged Business Enterprise (UDBE) federal goal requirements of 9.18%. In addition, the proposal includes 92% Local Business Enterprise (LBE), 38% Small Local Business Enterprise (SLBE) and 21% Very Small Local Business Enterprise (VSLBE) participation.

### Background

The Alameda CTC's objective in contracting for project delivery management and project control services is to ensure the efficient, effective and successful delivery of the Measure B and ACCMA capital programs on time, within budget and in a manner which is transparent to all stakeholders.

At the January 27, 2011 Board meeting, the Commission approved the issuance of an RFP for project controls and project delivery management services to support the delivery of ACTIA Measure B and ACCMA capital projects. Staff released a RFP on March 1, 2011. The RFP required that Consultants submit a proposal which provided professional guidance, analyses, and recommendations to assist the Alameda CTC staff in the decision-making processes related to delivery of the Measure B and CMA capital projects. A mandatory pre-proposal meeting was held on March 11, 2011 to which a total of thirty-seven (37) firms attended. Proposals were due on March 25, 2011.

Ultimately, only one proposal was received from the M&N team. The team consists of sixteen (16) firms including the two current incumbent project controls firms, BAPM for ACTIA and APM (consisting of Hatch Mott McDonald and VSCE joint venture) for ACCMA. The team as a whole exhibits the depth of experience necessary to assist the Alameda CTC in the delivery of transportation programs and capital projects with State, Federal and local participation. The M&N proposal was reviewed for responsiveness and for compliance with federal requirements. The sole proposal not only met federal requirements, but also included significant local participation (see table below).

| <b>Name</b>            | <b>LBE<br/>Participation<br/>(% of Dollars)</b> | <b>SLBE<br/>Participation<br/>(% of Dollars)</b> | <b>VSLBE<br/>Participation<br/>(% of Dollars)</b> | <b>Location</b>   |
|------------------------|---|--|---|-------------------|
| Moffatt & Nichols      | 26.06   |  |   | Oakland, CA       |
| BAPM                   | 9.65  | 9.65   |   | Oakland, CA       |
| Acumen                 | 7.08  | 7.08   |   | Oakland, CA       |
| AdServe                | 4.76  | 4.76   | 4.76  | Oakland, CA       |
| Associate Right of Way |   |  |   | Pleasant Hill, CA |
| Axis Consulting Eng.   | 10.96   | 10.96  | 10.96   | Oakland, CA       |
| Cordoba Consulting     |   |  |   | Concord, CA       |
| Hatch Mott McDonald    | 12.53   |  |   | Pleasanton, CA    |
| Kimley-Horn            | 6.48  |  |   | Oakland, CA       |
| Nancy Whelan           |   |  |   | San Francisco, CA |
| PDM                    |   |  |   | Oakland, CA       |
| PB                     | 4.89  |  |   | San Francisco, CA |
| S & C Engineers        | 2.22  |  |   | Oakland, CA       |
| Summit Associates      |   |  |   | San Leandro, CA   |
| Vali Cooper            | 2.45  |  |   | Dublin, CA        |
| VSCE                   | 5.05  | 5.05   | 5.05  | Oakland, CA       |
| <b>Total</b>           | <b>92.13</b>                                    | <b>37.5</b>                                      | <b>20.77</b>                                      |                   |

Staff is seeking the Committee's approval of the selection of the M&N team as the project controls and project delivery management services consultant for the Alameda CTC and authorization to negotiate and execute a contract. The schedule to negotiate and execute a contract is as follows:

- Recommend PPC and FAC Committee approval of M&N selection and contract – 4/11/11
- Recommend Commission approval – 4/20/11
- Contract Negotiations begin – 4/21/11
- Contract Commencement – 7/1/11

### **Fiscal Impacts**

The budget for these services will be included in the Alameda CTC's Consolidated FY2011-12 proposed budget scheduled to go before the Board in May, 2011.