



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

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

Monday, June 13, 2011, 12:15 P.M.

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Commission Chair

Mark Green, Mayor – Union City

Commission Vice Chair

Scott Haggerty, Supervisor – District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors

Nadia Lockyer – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Vice Mayor

City of Hayward

Olden Henson, Councilmember

City of Livermore

Marshall Kamena, Mayor

City of Newark

Luis Freitas, Vice Mayor

City of Oakland

Councilmembers

Larry Reid

Rebecca Kaplan

City of Piedmont

John Chiang, Vice Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

Chair:

Mark Green

Vice Chair:

Scott Haggerty

Members:

Nate Miley

Tim Sbranti

Larry Reid

Luis Freitas

Farid Javandel

Ruth Atkin

Suzanne Chan

Staff Liaisons:

Matt Todd, Ray Akkawi

Executive Director:

Arthur L. Dao

Interim Clerk of the Commission:

Gladys V. Parmelee

AGENDA

Copies of Individual Agenda Items are Available on the:

Alameda CTC Website -- www.AlamedaCTC.org

1 Public Comment

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. 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 May 9, 2011 – **page 1**

A

2B. Approval of Allocation request for FY 2010/11 Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds – **page 7**

A

2C. I-580 Eastbound HOV Lane Widening Project (Project 420.5)/ Tri-Valley Corridor Improvement Project (MTC RM-2 Sub-Project 32.1d) - Approval of the Initial Project Report to Request Allocation of Regional Measure 2 Funds – **page 15**

A

2D.	Approval of Authorization to Accept Construction Contract for the I-580/ Castro Valley Interchanges Improvements (ACTIA No. 12) - page 35	A
2E.	Safe Routes To School Program	
2E1.	Approval of Necessary Agreements for the Operations of the Alameda County Safe Route to School Program in FY 2011/12 and 2012/13 – page 37	A
2E2.	Approval of Necessary Agreements for the Operations of the Bike Mobile Program in FY 2011/12 and 2012/13 – page 39	A
2F.	Approval of FY 2011-12 Measure B Strategic Plan – page 41	A
2G.	Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with URS Corporation Americas to Prepare Scoping Documents for the I-580 Westbound Express Lane Project – page 55	A
3	Programs	
3A.	Approval of 2012 State Transportation Improvement Program (STIP) Program (STIP) Principles - page 57	A
3B.	Review of Vehicle Registration Fee Draft Program Guidelines – page 73	I
3C.	Approval of Altamont Commuter Express (ACE) Baseline Service Plan For FY 2011/12 – page 91	A
3D.	Approval of Paratransit Advisory and Planning Committee (PAPCO) Recommendations for Fiscal Year 2011/2012 Paratransit Program Plans and Budgets – page 103	A
4	Projects	
4A.	I-80 Integrated Corridor Mobility (ICM) Project - Approval of Award of the Construction Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 (491.6) – page 117	A
4B.	Westbound I-580 Express Lane Project (424.1) - Approval of Consultant Team to Provide Preliminary Engineering and Environmental Document and Authorization to Execute a Contract – page 121	A
4C.	I-680 Sunol Express Lanes (ACTIA No. 8) - Approval of Amendment to I-680 Sunol Smart Carpool Lane Joint Powers Agreement – page 125	A
4D.	Approval of Authorization to Execute an Agreement with the Sunol Smart Carpool Lane Joint Powers Authority for the Funding and Implementation of the I-680 Sunol Express Lanes I-680 Sunol Express Lanes (ACTIA No. 8) - page 131	A
4E.	Approval of Measure B Allocation for Preliminary Right of Way Activities for the Dumbarton Rail Corridor (ACTIA No. 25) -- page 133	A

- 4F. Route 84 Niles Canyon Safety Improvement Project – A Project Update I
Presentation by Caltrans – **page 135**

5 Committee Member Reports

6 Staff Reports

7 Adjournment/Next Meeting: July 11, 2011

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

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

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

***Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400 (New Phone Number)
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org***

Glossary of Acronyms

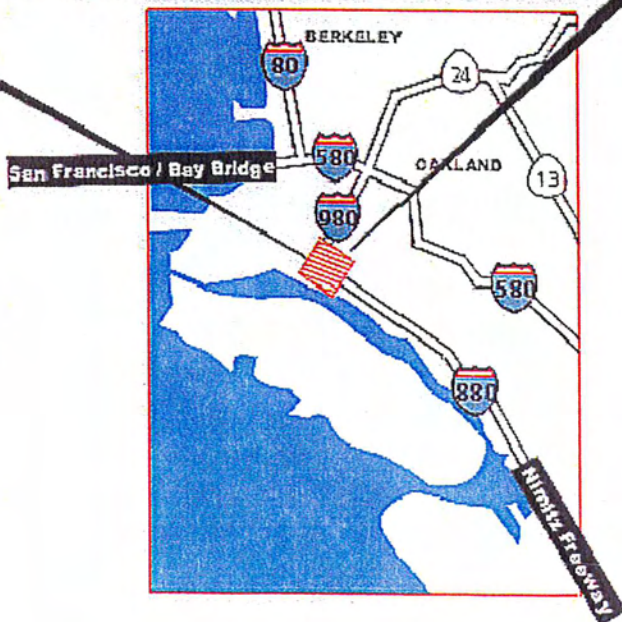
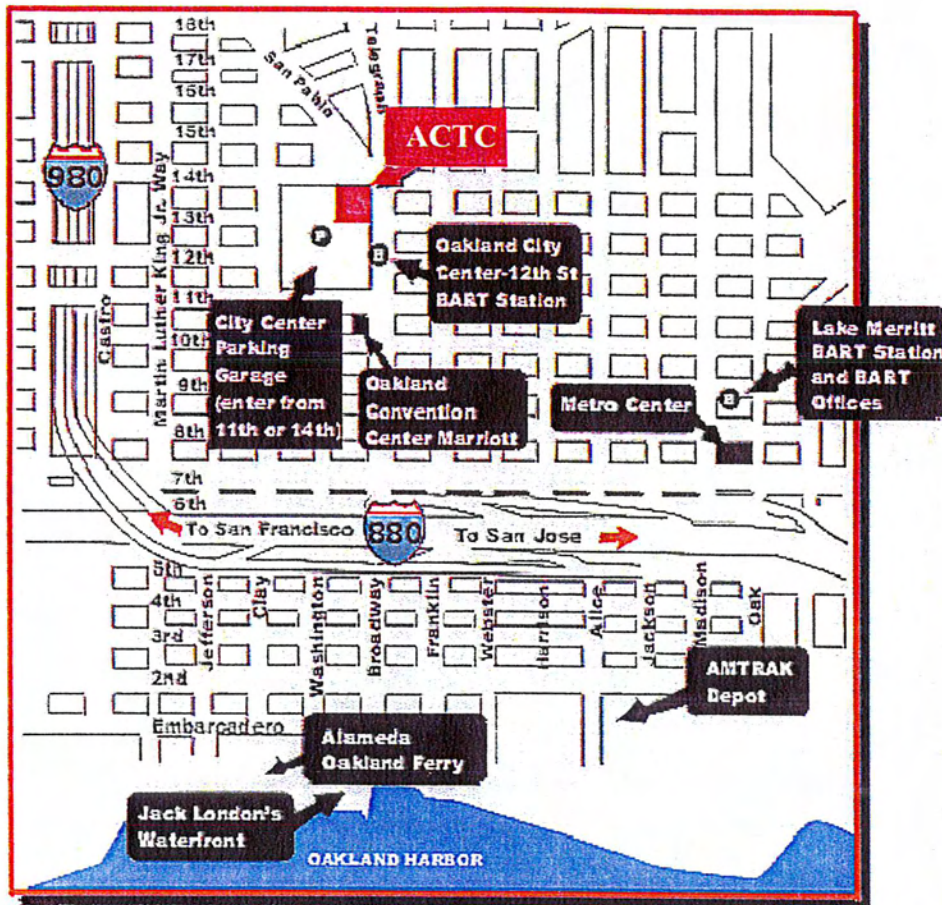
ABAG	Association of Bay Area Governments	MTS	Metropolitan Transportation System
ACCMA	Alameda County Congestion Management Agency	NEPA	National Environmental Policy Act
ACE	Altamont Commuter Express	NOP	Notice of Preparation
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	PCI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

ALAMEDA

County Transportation Commission

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

www.AlamedaCTC.org



Public Transportation Access

BART: City/Center 12th
Street Station

AC Transit:

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

Auto Access

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

This page intentionally left blank



**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF MAY 9, 2011
OAKLAND, CALIFORNIA**

The meeting was convened by Mayor Green at 12:34 p.m.

1. Public Comment

There was no public comment.

2 Consent Calendar

2A. Minutes of April 11, 2011

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

3 Programs

3A. Review Semi-Annual Update on Pass-through Fund Program and Grant Programs

Tess Lengyel stated that Alameda CTC allocates these funds throughout the County for essential services and projects and each month, Alameda CTC disburses pass-through program funds to 19 agencies/jurisdictions, via formulas, percentages, and grants, for five programs: bicycle and pedestrian safety, local streets and roads, mass transit including express bus services, services for seniors and people with disabilities (paratransit), and transit-oriented development. Pass-through programs are required to submit annual independent compliance audits and accompanying annual descriptive compliance reports which are due at the end of each calendar year. Grants are required to submit progress reports every six months. Her update summarizes the status of pass-through programs as reported for 09-10, and grant programs as reported through January 2011. This item was for information only.

3B. Review Fiscal Year 2009-2010 Audit and Compliance Reporting

Tess Lengyel stated that Measure B recipients submitted compliance audits and reports by year-end that document their Measure B expenditures for four types of programs: bicycle and pedestrian, local streets and roads, mass transit, and paratransit. The audits were due to Alameda CTC on December 27, 2010, and the compliance reports were due on December 31, 2010. She also said that jurisdictions and agencies that receive Measure B funds are required to stay current on the following deliverables: road miles served (not applicable to transit agencies); population numbers (not applicable to all projects); Annual newsletter article; Website coverage of the project; and Signage about Measure B funding. This item was for information only.

3C. Approval of Measure B Bicycle and Pedestrian Program Grants Extension

Tess Lengyel requested the Committee to recommend that the Commission approve extending two Measure B Bicycle/Pedestrian program grants to June 30, 2012, and allocate up to \$125,000 in additional funding to continue operation of: (a) Bicycle Safety Education Program – grant #A09-0025, for up to \$100,000, and (b) Tri-City Senior Walk Clubs – grant #A09-0026, for up to \$25,000. She added that at the April 2011 meeting of the Countywide Bicycle and Pedestrian Advisory

Committee (BPAC), they unanimously concurred with this recommendation. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Vice Mayor Chan. The motion passed 8-0.

3D. Approval of Vehicle Registration Fee Strategic Plan

Matt Todd requested the Committee to recommend that the Commission approve the Vehicle Registration Fee Strategic Plan process. He said that ACTAC discussed this item in their May 3rd meeting and recommended approval. A motion to approve staff recommendation and the timely use of funds provision of 3 years to expend funds, with the ability to request up to two 1-year extensions, was made by Councilmember Atkin; a second was made by Mayor Javandel. The motion passed 8-0.

3E. Approval of CMA TIP Funding to Cover Shortfall in the ACCMA FY 2010-11 Budget

Patricia Reavey requested the Committee to recommend that the Commission approve the programming of \$652,000 of CMA TIP funds originally set aside for economic uncertainty to cover the shortfall in the ACCMA FY2010-11 Budget. A motion to approve staff recommendation was made by Mayor Javandel; a second was made by Vice Mayor Freitas. The motion passed 8-0.

3F. Approval of 2012 STIP Development Process

Matt Todd requested the Committee to recommend that the Commission: (1) approve the 2012 STIP development process and schedule, and (2) review and comment on draft principles for the development of the 2012 STIP project list. He said that a Call for projects is proposed to be released in mid June 2011 and applications due to the Alameda CTC in mid July. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Javandel. The motion passed 8-0.

3G. Approval of Final FY 2011/12 TFCA Program

Jacki Taylor requested the Committee to recommend that the Commission approve the Final FY 2011/12 TFCA Program. She said that the recommendation includes revisions to the draft FY 2011/12 TFCA Program presented to the Committees and the Commission in April 2011 and includes an increase recommendation to program \$1,208,805 of the total \$1,832,361 available. She also said that staff will continue to work with Sponsors and the Air District staff to program the remaining balance of \$623,556 which needs to be programmed within 6 months from the date of the Air District's approval of the Expenditure Plan, or be returned to the Air District. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Javandel. The motion passed 8-0.

3H. Monitoring Reports

3H.1 Approval of STIP Program At Risk Report

3H.2 Approval of Federal STP/CMAQ Program At Risk Report

3H.3 Approval of CMA Exchange Program Quarterly Status Report

Items 3H.1, 3H.2, and 3H.3 were taken together. James O'Brien requested the Committee to recommend that the Commission approve the: (1) STIP Program At Risk Report; (2) Federal STP/CMAQ Program At Risk Report ; and the (3) CMA Exchange Program Quarterly Status Report. All these reports are dated April 30, 2011. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Javandel. The motion passed 8-0.

3H.4 Approval of TFCA Program At Risk Report

Jacki Taylor requested the Committee to recommend that the Commission approve the TFCA At Risk Report, dated April 30, 2011. A motion to approve staff recommendation was made by Vice Mayor Freitas; a second was made by Supervisor Haggerty. The motion passed 8-0.

4 Projects/Programs

4A. Approval of Amendment No 3 to ACTIA Contract No. A05-0045 with Mark Thomas & Company, Authorization to Advertise for Bids to Provide the Plant Maintenance Services Required by the Cooperative Agreement Between the Alameda CTC and Caltrans, and Authorization to Accept Property Transfer from Caltrans for the I-580 Castro Valley Interchange Improvements Project (ACTIA 12)

James O'Brien requested the Committee to recommend that the Commission approve the following actions related to the I-580 Castro Valley Interchange Project: (1) Approve Amendment No. 3 to ACTIA Contract No. A05-0045 with Mark Thomas & Company to support construction close out and right of way transfer activities for an amount not to exceed \$80,0000; (2) Authorize the issuance of a Request for Bids to provide plant maintenance services required by the Cooperative Agreement between the Alameda CTC and Caltrans; and (3) Authorize the Executive Director, or his designee to execute documents related to the transfer of excess property from Caltrans to the Alameda CTC. A motion to approve staff recommendation was made by Supervisor Miley; a second was made by Supervisor Haggerty. The motion passed 8-0.

4B. Approval of Measure B Funding Allocation to the Final Design and Right-of-Way Acquisition (PS&E/ROW) Phases of the Route 92/Clawiter - Whitesell Interchange and Reliever Route Project and Authorization to Execute Funding Agreements (ACTIA No. 15)

Stefan Garcia requested the Committee to recommend that the Commission approve the following actions related to the Route 92/Clawiter – Whitesell Interchange and Reliever Route Project (ACTIA No. 15): (1) Allocate \$11.5 million of Measure B funds for the PS&E/ROW Acquisition phases; and (2) Authorize the Executive Director, or his designee, to execute all funding agreements and/or amendments to funding agreements for the project, including a Project Specific Funding Agreement with the City of Hayward to initiate the PS&E/ROW work. A motion to approve staff recommendation was made by Mayor Green; a second was made by Vice Mayor Chan. The motion passed 8-0.

4C. Approval of Measure B Allocation, Authorization to Submit a Letter of No Prejudice Request for State Bond Funding, and Authorization to Execute Amendments to Various Agreements including Amendment No. 2 to ACTIA Contract No. A05-0004 with URS Corporation for the Route 84 Expressway Project in Livermore (ACTIA 24)

Stefan Garcia requested the Committee to recommend that the Commission approve the following actions related to the Route 84 Expressway Project (ACTIA No. 24): (1) Allocate \$76.159 million of Measure B funding for the Final Design, Right-of-Way Acquisition and Construction phases of the Route 84 Expressway Project; (2) Authorize the Executive Director to sign a revision to Proposition 1B CMIA project agreements with the California Transportation Commission reflecting a shift of all Proposition 1B CMIA funds to the north segment project; (3) Approve Resolution 11-009 authorizing the Alameda CTC to request approval of a Letter of No Prejudice from the Commission and committing up to \$17.05 million in Measure B funds as substitute funding for Proposition 1B CMIA funds for the Construction phase of the Route 84 Expressway Project; and (4) Authorize the Executive Director, or his designee, to execute Amendment No. 2 to ACTIA Contract No. A05-

0004 with URS Corporation in an amount not to exceed \$2.5 million for completion of engineering services for the Route 84 Expressway Project. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Councilmember Biddle. The motion passed 8-0.

4D. Approval of Draft FY 2011/12 Strategic Plan – Allocation Plan Measure B Capital Projects Program

James O'Brien requested the Committee to recommend that the Commission approve the Draft FY 2011/12 Measure B Strategic Plan – Allocation Plan for the Measure B Capital Projects Program related to the development of the FY 2011/12 Measure B Strategic Plan. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Javandel. The motion passed 8-0.

5 Staff and Committee Member Reports

There were no reports.

6 Adjournment/Next Meeting: June 13, 2011

Chair Green adjourned the meeting at 1:54 p.m. The next meeting is on June 13, 2011.

Attest by:

Gladys V. Parmelee
Office Supervisor and Interim Clerk of the Commission



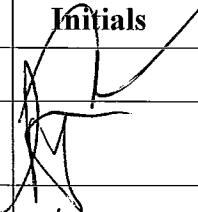
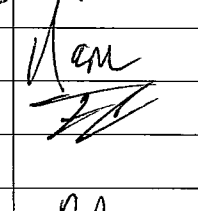
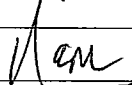





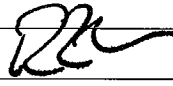

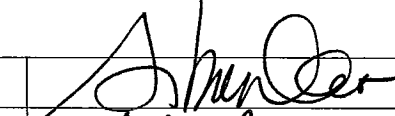
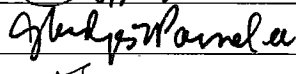


PROGRAMS AND PROJECTS COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

May 9, 2011

12:15 p.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS		Initials	ALTERNATES	Initials
Chair :	Mark Green – City of Union City		Emily Duncan – City of Union City	
Vice Chair:	Scott Haggerty – Alameda County, District 1		Bill Harrison – City of Fremont	
Members:				
	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	
LEGAL COUNSEL				
Zack Wasserman – WRBD				
Neal Parish – WRBD				
Geoffrey Gibbs - GLG				
STAFF				
Arthur L. Dao – Executive Director				
Gladys Parmelee – Office Supervisor and Interim Clerk of the Commission				
Matt Todd - Manager of Programming				
Ray Akkawi – Manager of Project Delivery				

STAFF	Initials	STAFF	Initials
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>TL</i>	Yvonne Chan – Accounting Manager	
Beth Walukas – Deputy Director of Planning	<i>BW</i>	Arun Goel – Project Controls Engineer	<i>AG</i>
Patricia Reavey – Director of Finance	<i>PR</i>	Linda Adams – Executive Assistant	
Matt Todd - Manager of Programming		Lei Lam – Senior Accountant	
Ray Akkawi – Manager of Project Delivery	<i>RA</i>	Sammy Ng – Senior Accountant	
Steve Haas – Senior Transportation Engineer		Patty Seu - Accountant	
John Hemiup – Senior Transportation Engineer		Jacki Taylor – Programming Analyst	<i>JT</i>
Saravana Suthanthira - Senior Transportation Planner		Laurel Poeton – Assistant Transportation Planner	
Diane Stark - Senior Transportation Planner		Frank R. Furger – Executive Director, I-680 JPA	
Vivek Bhat - Senior Transportation Engineer	<i>VB</i>	James O'Brien	<i>JO</i>
Liz Brazil – Contract Compliance & Outreach Analyst			

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. <i>Stefan Garcia</i>	<i>Alameda CTC</i>	<i>208 7474</i>	<i>sgarcia@alamedactc.org</i>
2. <i>Christina Ramos</i>	<i>ACTC</i>	<i>408-209-8414</i>	<i>cramos@alamedactc.org</i>
3. <i>OBAD KHAN</i>	<i>Alameda</i>	<i>510 747-7938</i>	<i>okhankc@alameda.ca.us</i>
4. <i>Nathan Landou</i>	<i>ACT Transit</i>	<i>510-891-4292</i>	<i>nlandou@acttransit.org</i>
5. <i>Rockelle Wheeler</i>	<i>Consultant to Alameda CTC</i>	<i>510-208-7471</i>	<i>rwheeler@alamedactc.org</i>
6. <i>Bonnie Wehmann</i>	<i>EBBC</i>	<i>510-504-4351</i>	<i>bonnie.wehmann@ebbc.org</i>
7. <i>Shawn Fong</i>	<i>City of Fremont</i>	<i>510/574-2033</i>	<i>sfong@fremont.gov</i>
8. <i>Victoria Winn</i>	<i>ACTC</i>	<i>510 209-7429</i>	<i>vwinn@alamedactc.org</i>
9. _____			
10. _____			
11. _____			
12. _____			
13. _____			
14. _____			
15. _____			



Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee

FROM: Vivek Bhat, Senior Transportation Engineer

SUBJECT: Approval of Allocation request for FY 2010/11 Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds

Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to submit an allocation request for FY 2010/11 Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds.

Summary

Since the inception of the PTMISEA grant program, the Alameda County Congestion Management Agency (ACCMA) has received appropriations of approximately \$600,000 (FYs 2007/08, 2008/09 & 2009/10). The State Controller's Office has released a list of allocations for eligible agencies. The Alameda CTC's FY 2010/11 allocation from PTMISEA totals \$707,887 and is based on the ACE service within Alameda County. Beginning with the FY 2010/11 request, all future PTMISEA grants for ACE are expected to be made in the name of Alameda CTC.

Discussion/Background

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in November 2006, included a directive that approximately \$3.6 billion be deposited into the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) for use by transit operators over a 10-year period. The Alameda CTC's allocation from PTMISEA is based on the Altamont Commuter Express (ACE) service within Alameda County.

Since the inception of the PTMISEA grant program, the Alameda County Congestion Management Agency (ACCMA) has received appropriations of approximately \$600,000 (FYs 2007/08, 2008/09 & 2009/10). The FY 2007/08 funds were allocated to the ACE Platforms Extension Project. The FY 2008/09 and 2009/10 funds were used as Alameda County's contribution towards ACE capital projects and were allocated to the Santa Clara Station Improvement Project. Beginning with the FY 2010/11 request, all future PTMISEA grants for ACE are expected to be made in the name of Alameda CTC.

The State Controller's Office has released a list of allocations for eligible agencies. The Alameda CTC's FY 2010/11 allocation from PTMISEA totals \$707,887 and is based on the ACE service within Alameda County. The allocation amounts available for jurisdictions are based on the funds available under Government Code (GC) section 8879.55 approved in the FY 2010/11 State Budget. The FY 2010/11 allocation is comparatively larger than the prior years amounts since a larger amount of funds were approved in the state budget.

Staff proposes that the funds be used for the Construction Phase of the Maintenance and Layover Facility Project. This allocation will be one of the funding sources used to fulfill the contribution of Alameda for the capital project portion of to the ACE Service as detailed in the ACE Annual Baseline Service Plan (see agenda item 3C).

The 64-acre facility will be used for the repair, maintenance, cleaning, and overnight storage of the train sets used in the ACE Service. The new facility will have the capacity for expansion (serving up to twelve 8-car train sets), allow for the elimination of the inefficient train moves across the intersection of the railroads, and optimization of maintenance activities to control costs. The 121,000 square foot facility will contain the maintenance operations, stores, employee common areas, and administration offices. The primary maintenance area will include a Service and Inspection canopy, Oil/Water Separator Building, Drop Table, Fuel and Sanding Facility, three Overhead Cranes, a Wheel Truing Machine, and a Train Washer.

The deadline to submit the allocation request was June 1, 2011. Alameda CTC staff received notification of the availability of the funds in mid May. Staff has tentatively submitted a draft allocation request for the FY 2010/11 funds in order to honor the June 1st deadline. The finalization of the allocation request is contingent upon approval by the Alameda CTC Board.

Fiscal Impact

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

Attachment

Attachment: PTMISEA FY 2010/11 Allocation Request

**Public Transportation Modernization, Improvement and
Service Enhancement Program (PTMISEA)
PROJECT DESCRIPTION AND ALLOCATION REQUEST**

	Metropolitan Transportation Commission
Regional Entity:	
Project Lead*:ALAMEDA CTC (ACCMA)	County: ALAMEDA
Project Title:ACE Maintenance and Layover Facility	

I certify the scope, cost, schedule, and benefits as identified in the attached Project Description and Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process, which may effect the amount of bond proceeds received by the project sponsor now and in the future. Project sponsors may need to consider alternative funding sources if bond proceeds are not available. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project sponsor shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation -- Division of Mass Transportation.

Name: Matt Todd

Signature:

Title: Manager of Programming

Agency: Alameda County Transportation Commission

Date:

*If this project includes funding from more than one project sponsor, the project sponsor above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of PTMISEA funds (GC Section 8879.55(a)(2) and/or Section 8879.55(a)(3)) contribution. Sign below or **attach a separate officially signed letter providing that information.**

Name:

Signature:

Title:

Agency:

Date:

Amount:

PTMISEA PROJECT DESCRIPTION AND ALLOCATION REQUEST

	7/8	8/9	9/10	10/11
Request Amount per GC 8879.55(a)(2)/PUC 99313:	\$0	\$0	\$0	\$707,887
Request Amount per GC 8879.55(a)(3)/PUC 99314:	\$0	\$0	\$0	\$0
Total Project Allocation Request:	\$0	\$0	\$0	\$707,887
Project Title:	ACE Maintenance and Layover Facility			
Project Location/Address:	Southeast Corner of East Alpine & West Lane, Stockton, CA 95202			

Table 1: Project Lead/Recipient Agency Information

Project Lead/ Recipient Agency:	ALAMEDA COUNTY TRANSPORTATION COMMISSION	Legislative District Numbers Assembly:	9,10
Contact:	MATT TODD	Senate:	15,18
Contact Phone #:	510-208-7420	Congressional:	10,11
Email Address:	mtodd@alamedactc.org	Amount:	Fund Type:
Address:	1333 Broadway Suite 220	\$ 707,887	PUC 99314
	Oakland, CA 94612	\$	

Table 2: Contributing PTMISEA-Eligible Project Sponsor Information

PTMISEA Contributors:	Amount :	Fund Type:
Contact:	\$	
Contact Phone #:	\$	
Email Address:		
Address:		
Other PTMISEA Contributors (Attach sheet with contact info)	Amount:	Fund Type:
	\$	
	\$	
	\$	
TOTAL	\$0	

(*Contributing project sponsors attach signed letters of verification as to amount and eligibility or sign cover page)

Table 3: Project Category

Check **only 1** box that best fits the description of the project being funded.

- | | |
|--|---|
| <input type="checkbox"/> Rehabilitation, Safety or Modernization Improvement | <input type="checkbox"/> Bus Rapid Transit |
| <input type="checkbox"/> Capital Service Enhancement or Expansion | <input type="checkbox"/> Rolling Stock Procurement: |
| <input checked="" type="checkbox"/> New Capital Project | ___ Expansion |
| | ___ Rehabilitation |
| | ___ Replacement |

Table 4: Project Summary

a) Describe the project (or minimum operable segment) for which you are applying for funds. Attach additional sheets if necessary. If the application is for the purchase of vehicles or rolling stock, please include information on number of vehicles, size, passenger count, accessibility, and fuel type:

The 64-acre facility will be used for the repair, maintenance, cleaning, and overnight storage of the train sets used in the ACE Service and future rail service expansions. The new facility will have the capacity for twelve 8-car train sets, allow for the elimination of the inefficient train moves across the intersection of the railroads, and optimize the maintenance activities to control costs. The 121,000 square foot facility will contain the maintenance operations, stores, employee common areas, and administration offices. The primary maintenance area will include a Service and Inspection canopy, Oil/Water Separator Building, Drop Table, Fuel and Sanding Facility, three Overhead Cranes, a Wheel Truing Machine, and a Train Washer.

b) Useful Life of the Project: 50 years

Table 5: Description of Major Benefits/Outcomes

a) Please check appropriate Benefit/Outcome:

<input type="checkbox"/> Increase Ridership	by <u> </u> %
<input checked="" type="checkbox"/> Reduce Operating/Maintenance Cost	by <u>3-5</u> %
<input type="checkbox"/> Reduce Emissions	by <u> </u> %
<input checked="" type="checkbox"/> Increase System Reliability	by <u>3-5</u> %

b) Please summarize and describe any other benefits:

Provides space to grow the service where the current leased facility from Union Pacific is at capacity.

Table 6: Project Schedule

	Date
Begin Project Approval & Environmental Document Phase	Jan-01
CEQA/ Environmental Compliance	Dec-08
End Project Approval & Environmental Document Phase	Dec-08
Begin Plans, Specifications & Estimates Phase	Jan-01
End Plans, Specifications & Estimates Phase	May-11
Begin Right of Way Phase	May-08
End Right of Way Phase	Dec-08
Begin Construction Phase (Contract Award)	Jun-11
End Construction Phase (Contract Acceptance)	Dec-13
Begin Vehicle/Equipment Order (Contract Award)	
End Vehicle/Equipment Order (Contract Acceptance)	
Begin Closeout Phase	Jan-14
End Closeout Phase	Mar-14

Table 7: Tax Compliance Information

Is it reasonably anticipated that any money will be derived at any point in the future as a result of the project that will be paid to the State?

☐
☒

YES

NO

If yes, please describe the source of the money and provide an estimate of the amount:

Estimate: \$

**Public Transportation Modernization, Improvement, and Service Enhancement Account
Total Project Cost and Funding Plan**

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost		07/08	08/09	09/10	10/11	11/12	12/13	Project Total
Component	Prior							
PA&ED	0	0	0	0	0	0	0	0
PS&E	2,112,000	0	0	0	0	0	0	2,112,000
R/W	9,400,000	0	0	0	0	0	0	9,400,000
CON	20,653,076	0	0	640,491	23,097,670	14,569,907	6,204,335	65,165,479
Vehicle/Equip Purchase	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	32,165,076	0	0	640,491	23,097,670	14,569,907	6,204,335	76,677,479

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON					707,887	377,794		1,085,681
Veh/Equip Purchase								0
Other								0
TOTAL	0	0	0	0	707,887	377,794	0	1,085,681

Funding Source: PTMISEA INTEREST

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source: San Joaquin County PTMISEA

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON	3,051,092				1,400,000	1,500,000	1,400,000	7,351,092
Veh/Equip Purchase								0
Other								0
TOTAL	3,051,092	0	0	0	1,400,000	1,500,000	1,400,000	7,351,092

Funding Source: 5309 Fixed Guideway

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E	640,000							640,000
R/W	800,000							800,000
CON	3,378,271							3,378,271
Veh/Equip Purchase								0
Other								0
TOTAL	4,818,271	0	0	0	0	0	0	4,818,271

Funding Source: 5307 Stockton UZA

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON	4,500,000				400,000	400,000	400,000	5,700,000
Veh/Equip Purchase								0
Other								0
TOTAL	4,500,000	0	0	0	400,000	400,000	400,000	5,700,000

Funding Source: 5309 New Starts

**Public Transportation Modernization, Improvement, and Service Enhancement Account
Total Project Cost and Funding Plan**

Shaded fields are automatically calculated. Please do not fill these fields.

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON	8,457,780							8,457,780
Veh/Equip Purchase								0
Other								0
TOTAL	8,457,780	0	0	0	0	0	0	8,457,780

Funding Source: San Joaquin County Measure K

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E	1,472,000							1,472,000
R/W	8,600,000							8,600,000
CON					750,000	1,000,000		1,750,000
Veh/Equip Purchase								0
Other								0
TOTAL	10,072,000	0	0	0	750,000	1,000,000	0	11,822,000

Funding Source: San Joaquin STA

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON	1,265,933							1,265,933
Veh/Equip Purchase								0
Other								0
TOTAL	1,265,933	0	0	0	0	0	0	1,265,933

Funding Source: SJRRC Bond

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON					18,000,000	10,000,000	4,404,335	32,404,335
Veh/Equip Purchase								0
Other								0
TOTAL	0	0	0	0	18,000,000	10,000,000	4,404,335	32,404,335

Funding Source: Alameda County Measure B

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON					1,100,465	1,292,113		2,392,578
Veh/Equip Purchase								0
Other								0
TOTAL	0	0	0	0	1,100,465	1,292,113	0	2,392,578

Funding Source: Alameda County STA

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON				640,491	739,318			1,379,809
Veh/Equip Purchase								0
Other								0
TOTAL	0	0	0	640,491	739,318	0	0	1,379,809

This page intentionally left blank



Memorandum

DATE: June 2, 2011

TO: Programs and Project Committee

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

SUBJECT: **I-580 Eastbound HOV Lane Widening Project (Project No. 420.5)/Tri-Valley Corridor Improvement Project (MTC RM-2 Sub-Project No. 32.1d) -- Approval of the Initial Project Report to Request MTC for Allocation of Regional Measure 2 Funds**

Recommendations

It is recommended that the Commission take the following actions in support of the I-580 Eastbound HOV Lane Project (Regional Measure 2 (RM2) Subproject 32.1d)

1. Approve the IPR Update for the I-580 Eastbound HOV Lane Project (RM-2 Subproject No. 32.1d). The IPR Update is a requirement for requesting the Metropolitan Transportation Commission (MTC) to allocate \$800,000 in RM-2 funds for the project. The requested RM-2 funds will be used for continuing project development efforts to deliver Phase 3 of the HOV Project which is to construct eastbound auxiliary lanes from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street in Livermore.
2. Approve Resolution 11-010 required for MTC to allocate RM2 funds.
3. Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for environmental mitigation work required by the project.

Summary

The two segments of auxiliary lanes between the new Isabel Avenue interchange and the First Street interchange will improve freeway operations on eastbound I-580 by relieving the congestions between these two interchanges.

Previous RM-2 allocations totaling \$1 million were used to prepare environmental technical studies and the 95% plans, specifications, and estimate (PS&E) for the Eastbound Auxiliary Lanes project. The environmental studies were not completed due to uncertainty surrounding the scope of the I-580 Eastbound Express Lane Project.

The I-580 Eastbound Auxiliary Lane Project was put on hold at that point pending an agreement between the Alameda CTC and Caltrans on the scope of the I-580 Eastbound Express Lane Project. Changes to the Express Lane project would necessitate changes to the Auxiliary Lanes project. In December 2010, the Alameda CTC and Caltrans reached an agreement on the scope of the Express Lane project requiring an additional six (6) feet of widening within the limits of the Auxiliary Lanes project, and some spot widening at other locations.

The requested allocation of \$800,000 in RM-2 funds will provide resources to conduct environmental studies to augment the environmental document of the I-580 Eastbound HOV Lane Project to address the additional widening and to complete the auxiliary lane project PS&E. An additional \$500,000 will be requested for right of way acquisition in September 2011. This IPR has been reviewed by MTC staff:

Action 1:

An IPR update is required for the allocation of RM2 funds. It is recommended that the Commission approve the IPR update requesting an allocation of \$800,000 for continuing project approval and design services for Phase 3: the I-580 Eastbound Auxiliary Lanes from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street in Livermore

Action 2:

In order to comply with MTC's RM2 policies, a Commission Resolution is required to adopt the revised IPR and current allocation request. It is recommended that the Commission approve Alameda County Transportation Commission Resolution 11-010 which may be found in Attachment C.

Action 3:

It is recommended that the Commission authorize the Executive Director, or his designee, to negotiate and execute all necessary contracts and agreements for the allocation and use of RM2 funds as discussed in the IPR.

Fiscal Impact

The budget for these services is included in the Alameda CTC's Consolidated FY 2011-12 proposed budget scheduled to go before the Commission in June 2011.

Attachments

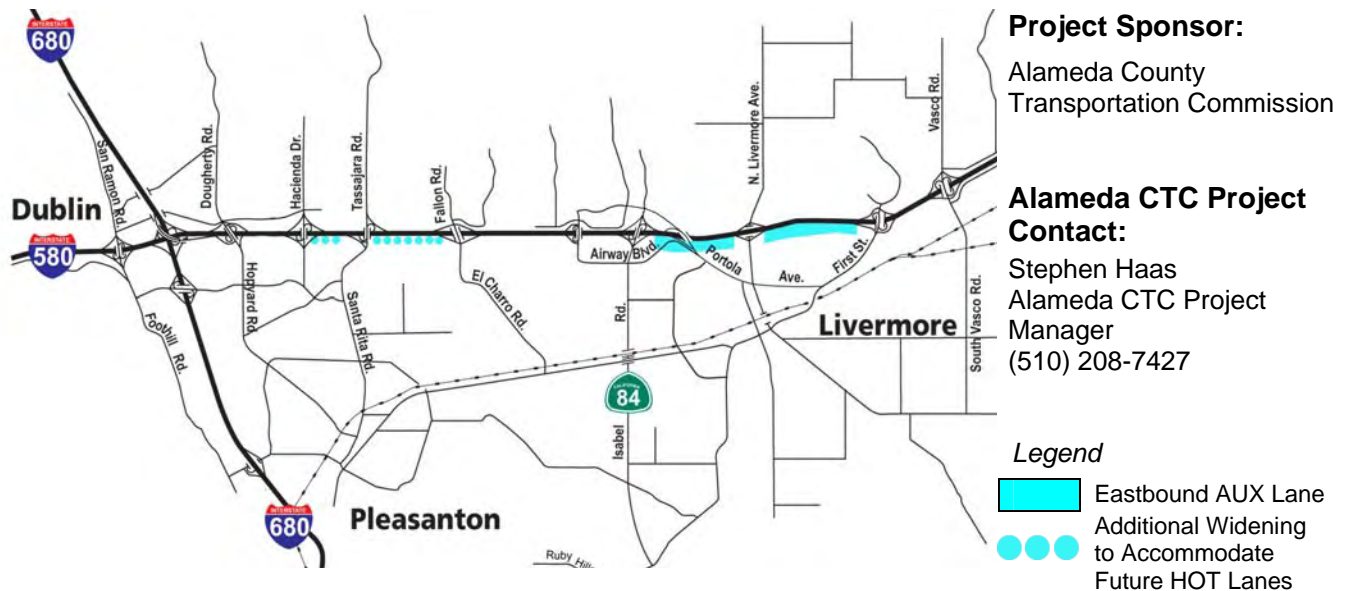
Attachment A: I-580 Eastbound Auxiliary Lane Project Fact Sheet

Attachment B: Initial Project Report update

Attachment C: Alameda County Transportation Commission Resolution 11-010



I-580 Eastbound Auxiliary (AUX) Lane Project Alameda CTC PN 420.5



Project Description:

The project will construct eastbound auxiliary lanes from Isabel Avenue to First St. in Livermore and make other improvements so as to not preclude conversion of the HOV lane to a double express (HOT) lane facility.

Project Status Report:

The engineering consultant retained by the Alameda CTC is preparing the Environmental Document (ED) and PS&E for the Eastbound Auxiliary (AUX) Lane Project between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore. The ED for this project consists of a re-validation of the I-580 Eastbound (EB) HOV Lane Project IS/EA. For constructability reasons, PS&E includes items split from the I-580 Westbound (WB) HOV Lane Project. The project schedule has been revised as the result of changes required to accommodate the I-580 Eastbound HOT lane project.

Recent Activities:

- A revised Biological Assessment (BA) addressing the agreed upon scope was submitted to Caltrans for review.
- PS&E Design revisions to match the new scope are in progress
- Project Scope has been agreed upon and the project schedule has been revised as a result of changes required to accommodate the EB HOT lane project.

Upcoming Activities:

- Complete revalidation of the I-580 Eastbound HOV Lane Project IS/EA to address auxiliary lane improvements.
- Approval of the AUX lanes final design package is now expected in April 2012.

Project Issues:

Issue	Action Plan
Project scope change	Several Items of scope were removed from the I-580 EB HOV lane projects during construction. These items were added to the AUX lanes project. A revised schedule was prepared as a part of the Project Change Request (PCR) to add this work and to make changes to accommodate the EB HOT Lane Project. Caltrans is reviewing the PCR.
Project Schedule Delays	The schedule for the eastbound auxiliary lanes has been impacted by the delay in finalizing the scope of the I-580 Eastbound Express Lane Project

Project Cost/Funding – Combined EB HOT / AUX Lane

Cost Estimate by Phase*	
PE / Environmental	\$ 3,604,400
PS& E	\$ 725,000
System Integrator	\$ 7,667,600
Right of Way	\$ 900,000
Construction Support	\$ 4,295,000
Construction Capital	\$ 38,717,000
Operations and Maintenance	\$ 1,450,000
TOTAL Expenditures:	\$ 58,937,000

Funding*	
TVTC	\$ 3,000,000
CMIA	\$ 21,563,000
RM2	\$ 13,160,000
1-580 Corridor EB HOV	\$ 4,989,000
ARRA	\$ 7,500,000
Federal	\$ 225,000
Shortfall	\$ 8,500,000
TOTAL Revenues:	\$ 58,937,000

* Based on the Alameda CTC March 2011 Funding Plan for a combined Express Lane/Auxiliary Lane Project. Projects will be combined after Project Approval

Project Schedule – Combined EB HOT / AUX Lane

Project Phase	Schedule	2006	2007	2008	2009	2010	2011	2012	2013	2014
PE/Environmental	11/07 - 09/11									
PS&E	12/09 - 04/12									
Right-of-Way	09/11 - 04/12									
Adv. / Award Period	04/12 – 08/12									
Construction	08/12 - 04/14									



Regional Measure 2 – INITIAL PROJECT REPORT

Regional Measure 2

**Initial Project Report
(IPR)**

**I-580 – Tri-Valley
Rapid Transit Corridor Improvements**

**#32.1d
Eastbound I-580 HOV
Lane Project**

**Submitted by
Alameda County Transportation Commission**

May 2011

Regional Measure 2 Initial Project Report (IPR)

Project Title:

Eastbound I-580 HOV Lane Project

RM2 Project No.

32.1d

Allocation History: Project 32 was allocated a total of \$6,000,000 in 2004 prior to the definition of sub-projects. A portion of the original allocation has been used for activities relating to this sub-project to date. In 2006 specific sub-projects were defined and the 2004 allocations along with new allocations were divided amongst the sub-projects IPR's including IPR for this sub-project.

On April 23, 2008 \$9,182,000 was allocated for construction of the I-580 Eastbound HOV Lane Project.

On October 28, 2008 \$700,000 was allocated for PA&ED and PS&E activities for the EB I-580 Auxiliary Lane Project.

On February 24, 2010 \$300,000 was allocated for PA&ED and PS&E activities for the EB I-580 Auxiliary Lane Project.

	MTC Approval Date	Amount	Phase
#1: 05366401	10/27/04	\$ 400,000	ENV/PE (FY04/05)
#2: 06366402	10/27/04	\$ 2,200,000	ENV/PE (FY05/06)
#3: 07366406	7/26/06	\$ 2,400,000	ENV/PE (FY06/07)
#4: 08366413	09/28/07	\$ 500,000	ENV/PE (FY06/07)
#5: 08366415	12/19/07	\$ 500,000	Final Design
#6: 08366416	04/23/08	\$ 9,182,000	Construction
#7: 09366422	01/28/09	\$ 700,000	ENV/PE (FY08/09)
#7: 10366426	02/24/10	\$ 300,000	ENV/PE (FY09/10)

Total: \$16,182,000

Regional Measure 2 – INITIAL PROJECT REPORT

Current Allocation Request: Previous allocations were used to prepare a revalidation of the I-580 Eastbound HOV Lane Project to construct the Eastbound Auxiliary Lanes from the new Isabel Interchange to N. Livermore Avenue and from N. Livermore Avenue to First Street, and to develop the I-580 Eastbound Auxiliary Lane PS&E to the 95% level. The revalidation was never approved due to uncertainty surrounding the scope of the I-580 Eastbound Express Lane Project.

The project was put on hold at that point pending an agreement between the Alameda CTC and Caltrans on the scope of the express lane project. Changes to the express lane project would necessitate changes to the auxiliary lane project. In December 2010 the Alameda CTC and Caltrans reached an agreement on the scope of the express lane project. This agreement requires an additional 6-feet of widening within the limits of the auxiliary lane project, and some widening at other locations.

An allocation of \$800,000 is requested to revise the Revalidation of the I-580 Eastbound IS/EA to address the additional widening and to complete the auxiliary lane project PS&E. An additional \$500,000 will be requested for Right of Way at Project Approval in Sept. 2011.

IPR Revision Date	Amount Being Requested	Phase Requested
Apr. 30, 2011	\$ 800,000	PE, ENV and Final Design for Aux Lanes

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

The Alameda County Transportation Commission (Alameda CTC), acting on behalf of the Alameda County Congestion Management Agency (CMA) is the Project Sponsor and the Alameda CTC, and Caltrans are the Implementing Agencies. The Alameda CTC will be the lead agency for the PA&ED and design phases. Construction will be administered by Caltrans.

B. Project Purpose

The I-580 corridor in the Tri-Valley is currently ranked as one of the most congested corridors in the Bay area. The corridor serves large number of commuters and freight traffic between the Central Valley and various Bay area destinations. The Eastbound I-580 HOV Lane Project is intended to provide congestion relief, with the main beneficiaries being express buses and high occupancy vehicles during the peak periods. The two auxiliary lanes will reduce the congestion by relieving the eastbound queue at Isabel Interchange and improve the level of service between Isabel and North Livermore.

C. Project Description (please provide details)

☐ **Project Graphics to be sent electronically with This Application**

This project will construct an eastbound I-580 HOV Lane from Hacienda Drive to the Greenville Overcrossing (10 miles) and associated auxiliary lanes and roadway improvements. The HOV Lane will be constructed in the existing median of I-580. While the core of the project is to provide an HOV lane, the following elements are added to the scope of this project: i) Additional pavement for future HOT Lane; ii) Rehabilitation of the existing pavement; iii) Replacing and upgrading of the pavement embedded

Regional Measure 2 – INITIAL PROJECT REPORT

and sideline hardware for the existing truck-scale station; and iv) Constructing the foundation for median bent and other improvements to facilitate the delivery of the near future Isabel / I-580 Interchange project. Funding for these elements is provided by other sources than RM2.

Project includes the construction of eastbound auxiliary lanes from Isabel to N. Livermore and from N. Livermore to First. A separate construction contract will be prepared for these auxiliary lanes. Right-of-way (temporary and/or permanent easements and one fee take) will be required for the auxiliary lanes project.

D. Impediments to Project Completion

There are no known impediments to project completion.

E. Operability

The entire facility will be owned and maintained by Caltrans.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: ☒ Yes ☐ No

The environmental document (Neg Dec/FONSI) document is cleared and approved for the main project.

A revalidation of the I-580 Eastbound HOV Lane Project to construct the Eastbound Auxiliary Lanes from the new Isabel Interchange to N. Livermore Avenue and from N. Livermore Avenue to First Street was prepared, but not approved due to uncertainty surrounding the I-580 Eastbound Express Lane. Revisions to the project scope (additional 6-feet of widening within the auxiliary lane limits) will require revisions to the previously prepared revalidation.

A revalidation of the environmental document to include the auxiliary lanes is needed to proceed with the auxiliary lane project. All of the necessary technical reports will be revised and resubmitted to Caltrans. The draft IS/EA re-validation document will be submitted to CT after comments are received on the technical reports. An approved re-validation is expected in October 2011.

G. Design –

CMA completed the design of the HOV Lane Widening Project in February 2008.

The design of the auxiliary lanes was prepared concurrently with the re-validation and was prepared to 95%. The 95% PS&E will be revised to address the scope revisions discussed above. The final lift of AC was deleted from the Segment 1 and Segment 2 construction contracts, that work will also be added to the auxiliary lane contract.

This project will be combined with the I-580 Eastbound Express Lane Project for Construction.

H. Right-of-Way Activities / Acquisition –

Right-of-way will be required for the auxiliary lane project. Right of Way consists of temporary construction easements, highway structure easements (for retaining wall soil nails) and one full take. Right of Way acquisition activities will begin after approval of the re-validation.

Regional Measure 2 – INITIAL PROJECT REPORT

I. Construction -

Construction of the Segment 1 began in August, 2008 and the first portion of the HOV Lane was opened in September 2009. Segment 1 was completed in February 2010. Construction of the Segment 2 began in September 2009 and the remaining portion of the HOV lane was completed in November 2010. The Segment 2 construction contract is scheduled to be completed in December 2011. Caltrans is administering the construction of these projects.

Construction of the auxiliary lane project is schedule to begin in Summer 2013 and be completed in Fall 2014.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$13,225
Design - Plans, Specifications and Estimates (PS&E)	\$2,100
Right-of-Way Activities /Acquisition (R/W)	\$200
Construction / Construction Support (CON)	\$142,259
Total Project Budget (in thousands)	\$157,784

It is assumed that costs escalate at 5% per year.

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$13,225
Design - Plans, Specifications and Estimates (PS&E)	\$2,100
Right-of-Way Activities /Acquisition (R/W)	\$200
Construction / Construction Support (CON)	\$135,146
Total Project Budget (in thousands)	\$150,671

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document, Preliminary Eng. (ENV / PE / PA&ED) Segment 3 (Aux Lane)	Aug. 2001 June 2009	June 2009 Oct 2011
Final Design - Plans, Specs. & Estimates (PS&E) Segment 3 (Aux Lane)	July 2005 June 2009	December 2009 May 2012
Right-of-Way Activities /Acquisition (R/W) Segment 3 (Aux Lane)	November 2007 May 2010	March 2010 May 2012
Construction (Begin – Open for Use) / Acquisition / Operating Service/ Construction Support (CON) Segment 1	August 2008	December 2009

Regional Measure 2 – INITIAL PROJECT REPORT

Segment 2 Segment 3 (Aux Lanes)	March 2009 January 2011	August 2011 September 2012
------------------------------------	----------------------------	-------------------------------

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

Amount being requested (in escalated dollars)	\$800,000
Project Phase being requested	PE/ENV, PS&E
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	June 23, 2011
Month/year being requested for MTC Commission approval of allocation	June 22, 2011

M. Status of Previous Allocations (if any)

Previous allocations were used to prepare a revalidation of the I-580 Eastbound HOV Lane Project IS/EA to construct the eastbound auxiliary lanes from the new Isabel Interchange to N. Livermore Avenue and from N. Livermore Avenue to First Street, and to develop the I-580 Eastbound Auxiliary Lane PS&E to the 95% level. The revalidation was never approved due to uncertainty surrounding the scope of the I-580 Eastbound Express Lane Project.

The project was put on hold at that point pending an agreement between the Alameda CTC and Caltrans on the scope of the express lane project. Changes to the express lane project would necessitate changes to the auxiliary lane project. In December 2010 the Alameda CTC and Caltrans reached an agreement on the scope of the express lane project. This agreement requires an additional 6-feet of widening within the limits of the auxiliary lane project, and some widening at other locations.

N. Workplan Workplan in Alternate Format Enclosed ☐

Segment 3: I-580 Eastbound Auxiliary Lane Project

TASK NO	Description	Deliverables	Completion Date
1	Environmental Clearance	Environmental Document	October 2011
2	Design Completion	Caltrans approved PS&E	April 2012
3	Caltrans Approval	Ready to List	April 2012
4	Advertisement	Bid Package	May 2012
5	Construction Complete	Construction Complete	October 2014

O. Impediments to Allocation Implementation

No Impediments to allocation implementation have been identified

Regional Measure 2 – INITIAL PROJECT REPORT

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

- ☒ The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

VII. GOVERNING BOARD ACTION

Check the box that applies:

- ☐ Governing Board Resolution attached
- ☒ Governing Board Resolution to be provided on or before: June 24, 2011

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Ray Akkawi
Phone: 510-208-7400
Title: Project Delivery Manager
E-mail: rakkawi@alamedactc.org

Information on Person Preparing IPR

Name: Stephen D. Haas
Phone: 510-208-7400
Title: Project Manager
E-mail: shaas@alamedactc.org

Applicant Agency's Accounting Contact

Name: Yvonne Chan
Phone: 510-208-7400
Title: Accounting Manager
E-mail: ychan@alamedactc.org

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Comments:

Funding plan updated consistent w/ scope, cost escalation and schedule changes approved in recent CMIA programming process.

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, RW or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT RW SUP or CT CON SUP for Caltrans support, but not necessary (optional).

DELIVERABLE SEGMENT FUNDING PLAN AND CASH FLOW

Comments:	<p>RRM-2 participation in PAVED and Design phase deliverables: Environmental Document, Project Report and Final PS&E.</p> <p>While construction phases funded by other sources, RM2 funds were borrowed for Segment 1 to replace unavailable TCRP funds. New Right-of-Way was not required for the HOV projects, but will be required for the aux lane project.</p> <p>TCRP funds were used to prepare the environmental document and preliminary engineering report that is required for the phase.</p> <p>TVTC funds were also used in the preparation of the aux lane ED and PS&E (\$300k RM2 exchanged with EB HOT Lane Project)</p>
-----------	--

Page 2 of 4

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	RM-2	3/30/2011	\$ 6,479	\$ 21
	TCRP	9/30/2008	\$ 7,000	\$ -
	TVTC	3/30/2011	\$ 148	\$ 152
PS&E	RM-2	N/A	\$ 500	\$ 800
	Federal Earmark	N/A	\$ -	\$ 225
	Other Local	N/A	\$ -	\$ 400
R/W	RM-2	N/A	\$ -	\$ 200
	Other Local	N/A	\$ -	\$ 200
CON / Operating / Support	RM-2	3/30/2011	\$ 1,281	\$ 1,901
	TCPR, STIP, CMIA, SAFETEA- LU, SHOPP			
Total to date (in thousands)			\$ 15,408	\$ 3,899

Comments:

Regional Measure 2 Funds in the amount of \$800,000 is requested for PS&E (In bold above)

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 32.1d
Date: 4/30/2011

Regional Measure 2 Program Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding y are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT Eastbound I-580 HOV Lane Project	RM2 Legislation ID (and project subelements if any) 32.1d
NAME AND ADDRESS OF IMPLEMENTING AGENCY Alameda County Transportation Commission 1333 Broadway, Suite 220 Oakland, CA 94612	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by task)			
Project Management	400	75.00	30,000
			0
			0
			0
			0
TOTAL DIRECT LABOR			30,000
2. DIRECT BENEFITS (Specify)		Benefit Rate	X BASE
Direct Benefits @ 53% & Indirect Costs @ 50%		130%	30,000
TOTAL BENEFIT			39,000
3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)		Unit (if applicable)	Cost per Unit (\$)
Construction Contractor			
TOTAL DIRECT CAPITAL COSTS			0
4. CONSULTANTS (Identify purpose and or consultant)			
TYLin, ENV/PE & PSE			731,000
TOTAL CONSULTANTS			731,000
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			
6. TOTAL ESTIMATED COST			800,000

Comments:

This allocation is for continuing ENV/PE & PSE work on the I-580 EB Auxiliary Lane Project.

Date: 4/30/2011

This page intentionally left blank

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 11-010**

Implementing Agency: Alameda County Transportation Commission

Project Titles: Allocation Request for the Subproject 32.1d: Eastbound I-580 HOV Lane – Auxiliary Lanes Project

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, the Alameda County Transportation Commission (Alameda CTC) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the Subprojects 32.1d: Eastbound I-580 HOV Lane- Auxiliary Lanes Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC allocate Regional Measure 2 funds; and

Resolved, that the Alameda CTC, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that the Alameda CTC certifies that the project is consistent with the Regional Transportation Plan (RTP);

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project;

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment;

Resolved, that the Alameda CTC approves the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the Alameda CTC approves the cash flow plan, attached to this resolution; and be it further

Resolved, that the Alameda CTC has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the Alameda CTC is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the Alameda CTC is authorized to submit an application for Regional Measure 2 funds for the Subproject 32.1d: Eastbound I-580 HOV Lane Project as part of the Project 32: I-580 – Tri-Valley Rapid Transit Corridor Improvements, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the Alameda CTC certifies that the project and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations there under; and be it further

Resolved, that there is no legal impediment to the Alameda CTC making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the Alameda CTC to deliver such project; and be it further

Resolved, that Alameda CTC indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that the Alameda CTC shall, if any revenues or profits from any non-governmental use of property (or project) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

Resolved, that the Alameda CTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that the Alameda CTC authorizes its Executive Director, or his designee, to execute and submit an allocation request for the following phase of the following subproject with MTC for Regional Measure 2 funds for a total of \$800,000 for the project, purposes and amounts included in the project application attached to this resolution;

Project	Phase	Previous Allocation Authorized	Additional / New Allocation Need	Total for Phase	Total Subproject (previous and new allocation)	Allocation Request
Value in \$ Thousands						
32.1d Eastbound I-580 HOV Lane Project	PA/ED	6,200	300	6,500	6,500	300
	Design	500		1,300	500	
	Construction	9,182		9,182	9,182	
	Right of Way			500		
	Total	15,882	300	17,482	16,182	300

and be it further

Resolved, that the Executive Director, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate;

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Alameda CTC application referenced herein;

Duly passed and adopted by the Alameda Congestion Management Agency at the regular meeting of the Board held on Thursday, June 23, 2011 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Gladys V. Parmelee, Commission Secretary



Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee

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

SUBJECT: **Approval of Authorization to Accept Construction Contract for the I-580 Castro Valley Interchange Improvements Project (ACTIA 12)**

Recommendation

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

1. Acceptance of the construction contract with RGW Construction, Inc.; and
2. Approval of the final payment to RGW Construction, Inc. based on the terms of contract acceptance up to an amount such that the total contract cost does not exceed the approved budget of \$15 million.

Discussion/Background

Construction of the I-580 Castro Valley Interchange Improvements Project is complete and the reconfigured interchange is open to traffic. The "acceptance" of the construction contract has significant meaning with regard to liability concerns and to funding requirements. Accepting the contract relieves the contractor from maintenance and liability for the project area within the contractual limits of work. The maintenance and liability must be returned to Caltrans upon acceptance of the contract from the contractor. The milestone of contract acceptance is also used for state and federal funding to imply that all work is complete and other than negotiating the final payment, including any outstanding contractor claims, no more reimbursable expenditures will be incurred via the contract.

The contract with RGW Construction, Inc. recommended for acceptance is funded with State Transportation Improvement Program (STIP) funds, a federal earmark and federal Surface Transportation Program (STP) funds. The "accept contract" deadline for the STIP funds is July 11, 2011. The STIP deadline for submitting the final invoice following contract acceptance is 180 days after contract acceptance.

Fiscal Impact

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

This page intentionally left blank



Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming

**SUBJECT: Safe Route to School Program:
Approval of necessary agreements for the operations of the Alameda County
Safe Route to School Program in FY 2011/12 and 2012/13**

Recommendation

It is recommended that the Commission authorize the Executive Director to enter into all necessary agreements and contracts to implement and operate the Alameda County Safe Route to School (SR2S) Program for FY 2011/12 and 2012/13 within the limits of the grant funds available for the program. The Alta Planning and Design team is proposed to implement and operate the Alameda County Safe Route to School Program for FY 2011/12 and 2012/13.

Summary

Alameda CTC is receiving federal funding for the implementation of a countywide SR2S program. An RFP to administer the program was released on April 5, 2011 with proposals due on April 28, 2011. One proposal was received, submitted by Alta Planning and Design. The proposal addresses the requirements of the RFP. Staff is negotiating a contract and fee with the intent to execute a contract, contingent on the authorization of the Alameda CTC, and to have the consultant team in place by July 1, 2011 to implement and administer the program for FY 2011/12 and 2012/13.

Background

The Metropolitan Transportation Commission (MTC) created a new Climate Initiatives Program which includes SR2S programs as an eligible use of funds. The focus of this new program is to reduce greenhouse gases by promoting walking, biking, transit, and carpooling to school. Through this program, the Alameda CTC has been programmed \$3.22 million in federal funds to implement the Alameda County SR2S program. This funding is being matched with \$420,000 in Measure B Bicycle and Pedestrian Safety Funds, bringing the total program budget to \$3.64 million.

The Alameda County SR2S program approved by the Alameda CTC is a comprehensive countywide program that includes both programmatic and capital project components that target students, schools, and staff in all grade levels and that builds upon the existing SR2S program.

There are multiple elements in the countywide program, all of which will operate in tandem to form a coordinated effort. Three programmatic elements that are included in the proposal received by Alta Planning and Design include:

- K-8 Program to operate comprehensive SR2S programs in a minimum of 90 schools
- New High School program, to operate in approximately 10-13 schools
- New Commute Alternatives program to reduce faculty and staff drive-alone trips in approximately 1-2 school districts

The Safe Routes to Schools Capital Technical Assistance Program (SR2S Cap-TAP) and Capital Program are also a part of the overall SR2S program, and will be implemented independently by Alameda CTC staff.

The RFP required the consultant team to identify how they will approach and address the overall countywide SR2S program goals, including:

- Establish one cohesive countywide program that is implemented equitably throughout the County, with all elements integrated and coordinated efficiently, even if implemented by different entities;
- Build upon lessons learned and continue successes, including the current K-8 SR2S program which will be operating in 90 schools by June 2011;
- Create two new and effective countywide programs (high school and commute alternatives);
- Effectively coordinate with partner agencies to implement and expand the program;
- Address traditional SR2S 5 E's (Education, Encouragement, Engineering, Enforcement, Evaluation), as well as a 6th E, Emission Reductions.
- Address how it will meet performance measures

One proposal was received, submitted by the Alta Planning and Design. The Alta Planning and Design team also includes: Transform, Cycles of Change, East Bay Bicycle Coalition, Big Tadoo Puppet Crew, Lightbox Collaborative, and Finger Design. The proposal addresses the requirements of the RFP. Staff is negotiating a contract and fee with the intent to execute a contract, contingent on the authorization of the Alameda CTC, and to have the consultant team in place by July 1, 2011 to implement and administer the program for FY 2011/12 and 2012/13.

The team will also be responsible for integrating bicycle safety education classes for children, which are currently being offered through a Measure B grant-funded project with the East Bay Bicycle Coalition, into the countywide SR2S program. The new BikeMobile project, recently funded through a competitive regional SR2S grant, will also be administered in concert with this contract (see agenda item 2E2.).

Fiscal Impact

Approval of the recommended action will have no direct significant fiscal impact. Funds to implement the project are assumed in the FY 2011/12 Alameda CTC budget.



Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming

**SUBJECT: Safe Route to School Program:
Approval of necessary agreements for the operations of the BikeMobile
Program in FY 2011/12 and 2012/13**

Recommendation

It is recommended that the Commission authorize the Executive Director to enter into all necessary agreements and contracts to implement and operate the BikeMobile component of the Alameda County Safe Route to School (SR2S) Program for FY 2011/12 and 2012/13 within the limits of the grant funds available for the program. The Alameda CTC will contract with Cycles of Change, the partner grant applicant, to implement and operate the BikeMobile and integrate it with the Alameda County Safe Route to School Program for FY 2011/12 and 2012/13.

Summary

Alameda CTC is receiving federal funding for the BikeMobile Program that will be implemented in conjunction with the countywide SR2S program (see agenda item 2F1.). The BikeMobile Program was applied for in partnership with Cycles of Change. The contract to provide the service is proposed to be with Cycles of Change. Staff is negotiating a contract and fee with the intent to execute a contract, contingent on the authorization of the Alameda CTC, and to have the Cycles of Change project delivery team in place by July 1, 2011 to implement and administer the program for FY 2011/12 and 2012/13.

Background:

The Alameda CTC submitted a grant proposal to MTC in August 2010 for funds from the MTC Climate Initiatives Program for the BikeMobile Program in partnership with the Cycles of Change organization. Cycles of Change, a local non-profit offering bicycle education and repair and a partner in the current Alameda County Safe Routes to Schools program, proposed creating a mobile bicycle repair and encouragement program using a vehicle that would regularly visit schools with SR2S programs, recreation centers, and other applicable sites. All non-profit applicants were required to have a public sponsor, and Cycles of Change requested the Alameda CTC partner with them to implement the project. The Alameda CTC is also providing the required 11.5% local match. The BikeMobile project was awarded programming of \$500,000 of federal funds, with a total project budget of \$565,000 with the inclusion of the required matching funds. Measure B funds are being used for the local match requirement. The program is proposed

to be implemented by Cycles of Change and coordinated with the overall Countywide SR2S program, with Alameda CTC acting in an oversight role.

Project Description

Cycles of Change has found that a large number of children have bicycles that are broken and not ride-able, or not well-maintained and therefore unsafe or uncomfortable to ride. Often these children do not live near bicycle shops, nor do they have resources to pay for bicycle repair. The BikeMobile program will purchase and operate a truck that will be fully staffed to offer bicycle repair, bicycle safety instruction and encouragement to ride. The services will be primarily geared toward students, but will also serve interested parents, teachers and school staff, and are expected to make up to 275 site visits over two years. The BikeMobile program will support existing sites with Safe Routes to School programs and also outreach to recreation centers, and community events to repair broken bikes, teach hands-on bike repair, offer safety trainings, and promote biking to school.

Fiscal Impact

Approval of the recommended action will have no direct significant fiscal impact. Funds to implement the project are assumed in the FY 2011/12 Alameda CTC budget.



Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee

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

SUBJECT: **Approval of FY 2011-12 Measure B Strategic Plan**
Measure B Capital Projects Program

Recommendation

It is recommended that the Commission approve the FY 2011-12 Measure B Strategic Plan for the Measure B Capital Projects Program.

Summary

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

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

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

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

to the Draft FY 11/12 Allocation Plan approved by the Commission in May 2011 for three Measure B capital projects. The revisions, that do not change the total Measure B commitment to any of the Expenditure Plan projects, are as follows:

- I-680 Sunol Express Lanes Project (ACTIA No. 8) - The ACTIA Measure B Commitment Summary included in Attachment A and the FY 11/12 Allocation Plan included in Attachment B have been revised to reflect a separation of the Measure B commitment to ACTIA No. 8 into southbound and northbound, ACTIA No. 8A and 8B, respectively. The total Measure B commitment to the southbound Express Lane, ACTIA 8A, has been set at \$15.197 million, and the total Measure B commitment to the northbound Express Lane, ACTIA 8B, is \$20 million.
- Dumbarton Rail Corridor (ACTIA No. 25) – The ACTIA Measure B Commitment Summary included in Attachment A and the FY 11/12 Allocation Plan included in Attachment B have been revised to reflect an allocation of \$150 thousand scheduled for consideration by the Commission in June 2011 (i.e. the same meeting as the FY 11/12 Strategic Plan).
- Congestion Relief Emergency Fund (ACTIA No. 27) – The ACTIA Measure B Commitment Summary included in Attachment A and the FY 11/12 Allocation Plan included in Attachment B have been revised to reflect a reduction to the total Measure B commitment for ACTIA No. 27. The ACTIA No. 27 amounts have been reduced to reflect the Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan (TEP) Development Project (ACTIA No. 27D) which was inadvertently not shown in previous summaries. The ACTC (ACTIA at the time) approved \$50 thousand for ACTIA 27D in June 2010. The revised Measure B commitment and FY 11/12 Beginning Programmed Balance for ACTIA No. 27, along with the commitment and allocation for ACTIA No. 27D, are reflected in Attachments A and B.

Discussion/Background

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

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

The ACTC approved assumptions for developing the FY 11/12 Strategic Plan in April 2011. The Strategic Plan balances the revenue and cash balance assumptions with the capital project

expenditures assumptions for each Measure to assess the ACTC's ability to provide the commitments of Measure B funds to capital projects at the time they are needed to reimburse eligible project costs.

Revenue and Cash Balance Assumptions

Alameda County Transportation Authority (ACTA) Capital Program

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

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

Alameda County Transportation Improvement Authority (ACTIA) Capital Program

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

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

Capital Project Expenditures Assumptions

ACTA Capital Program

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

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining ACTA Measure B commitment is for completing the on-going design, right of way, and utility relocation phases, and for the subsequent construction phase.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The remaining ACTA Measure B commitment is for completing the on-going construction phase.
3. I-580/Redwood Road Interchange (MB239) - This ACTA project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA 12) included in the ACTIA Capital Program. The remaining ACTA Measure B commitment is for completing the construction and right of way phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining ACTA Measure B commitment is for completing the on-going scoping phase. The project does not currently include project-specific implementation beyond the planning/scoping phase.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining ACTA Measure B commitment is for the scoping, design and construction phases.
6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining ACTA Measure B commitment amount for the project is moved to this line item for budgeting and cashflow purposes.
7. The ACTA Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the ACTIA Measure B commitment for Project ACTIA No. 2.

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

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

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

ACTIA Capital Program

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

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

1. Altamont Commuter Express (ACE) Improvements (ACTIA 1) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission which operates the ACE service. The eligible project list is updated regularly.
2. Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A) -- The future ACTIA Measure B allocations are anticipated for on-going project development work to prepare the project for construction and to secure construction phase funding.
3. I-680 Sunol Express Lanes – Northbound (ACTIA 8B) - The future ACTIA Measure B allocations are anticipated for project development, system management and integration, right of way and construction phases.
4. Iron Horse Transit Route (ACTIA 9) -- The future ACTIA Measure B allocations are anticipated for project development, right of way and construction phases.
5. I-880/Route 92/Whitesell Drive Interchange (ACTIA 15) – The future ACTIA Measure B allocation is anticipated for the construction phase.
6. Westgate Parkway Extension (ACTIA 18B) – This project is the second part of the overall project and is being reconsidered in the context of a project along the mainline of I-880 which will impact the I-880/Davis Street interchange adjacent to the project limits. The future ACTIA Measure B allocation is anticipated for project development and/or construction of the redefined project.

7. Dumbarton Rail Corridor (ACTIA 25) - The future ACTIA Measure B allocations are anticipated for on-going project development phases and for possible implementation of phased improvements while funding for the planned overall corridor improvements is identified.
8. I-580 Corridor/BART to Livermore Studies (ACTIA 26) - The future ACTIA Measure B allocation is anticipated for the on-going project development phase to secure environmental approval for the preferred alignment.
9. Congestion Relief Emergency Fund (ACTIA 27) - This project is programmatic and individual projects are identified by the ACTC or potential project sponsors in accordance with the provisions included in the 2000 Expenditure Plan. To date, ACTIA Measure B funds have been allocated for four individual projects, 27A, 27B, 27C and 27D as indicated in Table A-2 in Attachment A.

The Measure B commitment to the I-680 Sunol Express Lanes Project has been divided into southbound and northbound, ACTIA No. 8A and 8B, respectively. The total Measure B commitment for ACTIA 8A has been set at \$15.197 million, and the commitment for 8B is \$20 million. The total Measure B commitment of \$35.197 million previously shown for ACTIA No. 8 included \$20 million used to advance the State Traffic Congestion Relief Program (TCRP) funds that were not available at the time needed for the southbound HOV Lane being implemented by Caltrans to accommodate the delivery of the southbound Express Lane. The State TCRP funds advanced by Measure B funds were programmed over two fiscal years, FY 2010-11 and 2011-12, with \$10 million in each of the fiscal years. The southbound HOV project is in the process of being closed out and the final TCRP share is estimated at \$12 million. The \$10 million of TCRP funds programmed in FY 2010-11 have been allocated and are being encumbered in the Cooperative Agreement with Caltrans to make them available for repayment to the Alameda CTC. The remaining \$2 million (estimated) is expected to be allocated during FY 2011-12 and the repayment to the Alameda CTC for the final advance amount is also expected during FY 2011-12. In April 2011, the Commission approved an allocation of \$5.5 million of Measure B funds, from the \$20 million originally allocated for the TCRP advance, for project development of a northbound Express Lane. The northbound project is being differentiated from the southbound project by using ACTIA No. 8B as the project number for northbound and 8A for southbound. The total Measure B commitment of \$20 million for the northbound Express Lane includes the \$5.5 million allocated in April 2011 and a FY 11/12 Beginning Programmed Balance of \$14.5 million. The I-680 Sunol Express Lanes – Northbound Project (ACTIA No. 8B) has been added to the FY 11/12 Allocation Plan included in Attachment B.

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

Debt Financing for the Measure B Capital Program

Without an ongoing revenue stream, the commitments of the ACTA Measure B funds are constrained by the balance of the ACTA Capital Accounts and any interest revenue earned until the account is completely drawn down for project expenditures (currently anticipated to occur in the FY 14/15

timeframe). In other words, the remaining commitments to the ACTA Capital Program are constrained by the amount of funding currently “in the bank,” so debt financing will not be needed to provide the remaining Measure B commitments for the ACTA Capital Program.

By the end of the current FY, i.e. June 30, 2011, more than \$680 million of ACTIA Measure B funding (i.e. 90% of the total ACTIA Measure B commitment of \$756.5 million) will be allocated and ready for encumbrance for capital project expenditures. Once the encumbrances, e.g. funding agreements, contracts, etc., for the allocated funds are approved, the ACTC will have encumbered more ACTIA Measure B funds than can be provided to the projects on a “pay-as-you-go basis.” The alternative to pay-as-you-go is some type of debt financing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The amounts encumbered will not be expended immediately. The encumbrances for the larger projects take years to fully expend, but with the encumbrances in place, the financial management of the capital program accounts intensifies. The timing of the anticipated expenditures has a significant effect on the financing options and costs.

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

Fiscal Impact

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

Attachments

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

Attachment B: FY 2011-12 Measure B Strategic Plan – Allocation Plan

This page intentionally left blank

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

Table A-1: ACTA Measure B Commitment Summary (\$ x 1,000)						
		Total ACTA Measure B Commitment	Expended Prior to FY 10/11	Expended During FY 10/11 (Forecast)	Expended thru FY 10/11	Remaining ACTA Measure B Commitment Beginning FY 11/12
MB226	I-880 to Mission Boulevard East-West Connector	88,771	6,492	6,525	13,017	75,754
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	80,000	29,275	9,709	38,984	41,016
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	15,000	7,561	2,238	9,799	5,201
MB240	Central Alameda County Freeway System Operational Analysis	5,000	1,621	326	1,947	3,053
MB241	Castro Valley Local Area Traffic Circulation Improvement	5,000	0	0	0	5,000
MB Var	Program-wide and Project Closeout Costs	5,750	0	0	0	5,750
Totals		\$ 199,521	\$ 44,949	\$ 18,798	\$ 63,747	\$ 135,774
ACTA Notes:						
1. The amounts shown as expended during FY 10/11 includes a forecast through June 30, 2011.						
2. Any difference between the actual amount expended by the ACTC through FY 10/11 for a given project and the amount shown in Table A-1 is assumed to adjust the amount shown as the remaining ACTA Measure B commitment at the beginning of FY 11/12. Any such adjustment will also adjust the FY 11/12 amount shown in Table R-1 in Attachment R.						
3. The Remaining ACTA Measure B Commitment Beginning FY 11/12 represents the amount available for future expenditures.						

Table A-1 Page 1 of 1

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

Table A-2: ACTIA Measure B Commitment Summary (\$ x 1,000)						
		Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance
ACTIA 1	ACE Capital Improvements	13,184	3,590	0	3,590	\$ 9,594
ACTIA 2	BART Warm Springs	224,448	224,448	0	224,448	\$ -
ACTIA 3	Oakland Airport Connector	89,052	89,052	0	89,052	\$ -
ACTIA 4	Oakland Downtown Streetscape Project	6,358	6,358	0	6,358	\$ -
ACTIA 5	Fruitvale Transit Village - 5A/5B	4,435	4,435	0	4,435	\$ -
ACTIA 6	Union City Intermodal Station	12,561	12,561	0	12,561	\$ -
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	10,427	4,971	1,000	5,971	\$ 4,456
ACTIA 7B	San Pablo Avenue Corridor Transit Improvement Project	2,785	2,785	0	2,785	\$ -
ACTIA 7C	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	11,232	11,232	0	11,232	\$ -
ACTIA 8A	I-680 Express Lanes - Southbound	15,197	15,197	0	15,197	\$ -
ACTIA 8B	I-680 Express Lanes - Northbound	20,000	5,500	0	5,500	\$ 14,500
ACTIA 9	Iron Horse Transit Route	6,267	0	0	0	\$ 6,267
ACTIA 10	I-880/Broadway-Jackson Interchange	8,101	4,200	3,901	8,101	\$ -
ACTIA 11	I-880/Washington Avenue Interchange	1,335	1,335	0	1,335	\$ -

Table A-2 Page 1 of 3

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

Table A-2 (cont.): ACTIA Measure B Commitment Summary (\$ x 1,000)						
		Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance
ACTIA 12	I-580 Interchange Improvements in Castro Valley	11,525	11,525	0	11,525	\$ -
ACTIA 13	Lewelling Boulevard/East Lewelling Boulevard	13,104	13,104	0	13,104	\$ -
ACTIA 14A	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	2,500	2,500	0	2,500	\$ -
ACTIA 14B	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	2,686	2,686	0	2,686	\$ -
ACTIA 14C	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	7,843	5,840	2,003	7,843	\$ -
ACTIA 15	I-880/Route 92/Whitesell Drive Interchange	27,037	1,105	11,500	12,605	\$ 14,432
ACTIA 16	Oakland Local Streets and Roads	5,278	5,278	0	5,278	\$ -
ACTIA 17A	Hesperian Boulevard/Lewelling Boulevard Widening	578	578	0	578	\$ -
ACTIA 17B	Hesperian Boulevard/Lewelling Boulevard Widening	686	686	0	686	\$ -
ACTIA 18A	Westgate Parkway Extension (Wal-Mart to Williams Street)	7,918	7,918	0	7,918	\$ -
ACTIA 18B	Westgate Parkway Extension	2,788	503	0	503	\$ 2,285
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Improvements	1,030	1,030	0	1,030	\$ -
ACTIA 20	Newark Local Streets	1,422	1,422	0	1,422	\$ -
ACTIA 21	I-238 Widening	81,022	81,022	0	81,022	\$ -

Table A-2 Page 2 of 3

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

Table A-2 (cont.): ACTIA Measure B Commitment Summary (\$ x 1,000)						
	Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance	
ACTIA 22 I-680/I-880 Cross Connector Studies	1,233	1,233	0	1,233	\$ -	
ACTIA 23 Isabel Avenue - Route 84/I-580 Interchange	26,529	26,529	0	26,529	\$ -	
ACTIA 24 Route 84 Expressway	96,459	20,300	76,159	96,459	\$ -	
ACTIA 25 Dumbarton Corridor Improvements (Newark and Union City)	19,367	3,163	150 ¹	3,313	\$ 16,054	
ACTIA 26 I-580 Corridor/BART Livermore Studies	11,831	8,031	1,668	9,699	\$ 2,132	
ACTIA 27 Emerging Projects	6,151	0	0	0	\$ 6,151	
ACTIA 27A Vasco Road Safety Improvements	1,500	1,500	0	1,500	\$ -	
ACTIA 27B I-80 Integrated Corridor Mobility Project	1,800	1,300	500	1,800	\$ -	
ACTIA 27C I-880 North Operational and Safety Improvements at 23rd and 29th	750	0	750	750	\$ -	
ACTIA 27D CWTP/TEP Development	50	50	0	50	\$ -	
Totals	\$ 756,469	\$ 582,967	\$ 97,631	\$ 680,598	\$ 75,871	
Notes:						
1. Allocation not approved at the time of this report (April 2011), but expected to be approved prior to June 30, 2011.						
2. Total Amount Allocated represents the amount available for encumbrance. Encumbered funds are available for expenditure.						
3. FY 11/12 Beginning Programmed Balance represents the amount available for future allocation(s).						

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

Table B-1: ACTA Measure B Remaining Commitments (\$ x 1,000)									
Proj. No. Project Title		Remaining ACTA Measure B Commitment Beginning FY 11/12	Remaining Commitment per FY (Note 1)						
			FY 11/12	FY12/13	FY 13/14	FY 14/15	FY 15/16		
MB226	I-880 to Mission Boulevard East-West Connector	75,754	25,000	22,500	28,254				
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	41,016	20,000	20,000	1,016				
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	5,201	2,000	2,000	1,201				
MB240	Central Alameda County Freeway System Operational Analysis	3,053	1,000	2,000	53				
MB241	Castro Valley Local Area Traffic Circulation Improvement	5,000	1,800	3,200					
MB Var	Program-wide and Project Closeout Costs	5,750 ⁽²⁾	2,000	1,500	1,000	750	500		
ACTA Measure B Totals		\$ 135,774	\$ 51,800	\$ 51,200	\$ 31,524	\$ 750	\$ 500		
ACTA Notes:									
<p>1. The amounts shown per FY represent the maximum amount of Measure B assumed to be expended by the ACTC in the FY shown. These amounts are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall ACTA Capital Program from a financial perspective. The difference between the actual amount expended by the ACTC in a given FY, including prior FY's, and the maximum shown are assumed available in any subsequent FY without having to recalibrate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.</p>									
<p>2. The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining ACTA Measure B commitment amount for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for ACTA Measure B commitments will continue to be brought before the ACTC for approval before expenditures are approved.</p>									

Table B-1 Page 1 of 1

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

Table B-2: ACTIA Measure B Allocation Plan (\$ x 1,000)									
Proj. No.	Project Title	FY 2011/12 Beginning Programmed Balance	Allocation Amount per FY (Note 1)					FY 15/16	
			FY 11/12	FY12/13	FY 13/14	FY 14/15			
ACTIA 1	ACE Capital Improvements	9,594	1,500	2,000	2,000	2,000	2,094		
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	4,456		3,000		1,456			
ACTIA 8B	I-680 Express Lanes - Northbound	14,500			6,000	8,500			
ACTIA 9	Iron Horse Transit Route	6,267		1,000	1,000	2,000	2,267		
ACTIA 15	I-880/Route 92/Whitesell Drive Interchange	14,432			14,432				
ACTIA 18B	Westgate Parkway Extension	2,285		2,285					
ACTIA 25	Dumbarton Corridor Improvements (Newark and Union City)	16,054		2,000	2,000	4,000	8,054		
ACTIA 26	I-580 Corridor/BART Livermore Studies	2,132		2,132					
ACTIA 27	Emerging Projects	6,151	1,500	1,500	1,500	1,500	151		
ACTIA Measure B Totals		\$ 75,871	\$ 3,000	\$ 13,917	\$ 26,932	\$ 19,456	\$ 12,566		
ACTIA Notes:									
<p>1. The amounts shown per FY represent the maximum amount of ACTIA Measure B assumed to be allocated by the ACTC in the FY shown. ACTIA Measure B funds are allocated to make them available for encumbrance by project phase. The encumbrance includes constraints related to eligible costs and the timing of expenditures. Future allocations for project development phase costs, e.g. Scoping, PE/Env, and PS&E, are assumed to be expended over two FY's: 50% in the FY of allocation; and 50% in the FY following the FY of allocation. Future allocations for capital phase costs, e.g. Construction and Right of Way are assumed to be expended over three FY's: 30% in the FY of allocation; 40% in the FY following the FY of allocation; and 30% in the third FY. These allocation assumptions lead to cashflow assumptions that are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall ACTIA Capital Program from a financial perspective. Each future allocation shown is reviewed and the correlating cashflow assumptions are adjusted as deemed appropriate based on the project and phase specific conditions. Before future allocation requests that exceed the maximum amounts shown, or that require an accelerated cashflow assumption, can be applied.</p>									

Table B-2 Page 1 of 1



Memorandum

DATE: June 2, 2011

TO: Programs and Projects Committee

FROM: Stephen D. Haas, Project Manager

SUBJECT: **Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with URS Corporation Americas to Prepare Scoping Documents for the I-580 Westbound Express Lane Project**

Recommendation

It is recommended that the Commission approve Amendment No. 2 to contract A09-003 with URS Corporation Americas to extend the contract expiration date to December 31, 2011. URS is preparing Feasibility, Revenue and Traffic Operations Reports for the I-580 Westbound Express Lane Project.

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

Summary

In order to be able to open the Westbound HOV lane as an express lane, some of the civil elements of the express lane infrastructure are needed to be constructed with the I-580 Eastbound Auxiliary Lane and the Westbound HOV lane Projects. These civil elements require the preparation of the Feasibility, Traffic Operations and Revenue reports to determine the locations of the ingress and egress points to the express lane; and the design of the proper signage and striping of the freeway to accommodate the express lane.

Completion of the scoping documents is contingent on the approval of the Traffic Operations Report by Caltrans. Due to recent budgetary constraints, Caltrans has not been able to review the Travel Demand Forecast. Caltrans budget to review non-SHOPP project initiation documents was eliminated for the 2010/2011 fiscal year. This has resulted in delays in the approval of Travel Demand Forecast and the project has not been completed as scheduled.

Alameda CTC staff is working with Caltrans to complete an Environmental Phase cooperative agreement which will allow Caltrans to continue review of these project documents. Approval of a contract extension will allow for the completion of the Feasibility, Traffic Operations and Revenue Reports.

Discussion/Background

On October 30, 2008 the CMA Board authorized the execution of agreements and contracts to prepare a Feasibility Study (Traffic Revenue Report) and perform preliminary engineering for the Westbound High Occupancy Toll (HOT) Project. A contract was subsequently entered into with URS Corporation Americas. This contract was amended in September 2010 to extend the contract expiration date to March 31, 2011.

Fiscal Impact

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



Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee (PPC)

FROM: Matt Todd, Manager of Programming

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

Recommendation

It is recommended the Commission approve the principles for the development of the 2012 STIP project list.

ACTAC is scheduled to consider this item on June 7, 2011.

Summary

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

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

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

Staff is seeking Commission approval of principles by which the Alameda County share of the 2012 STIP will be programmed. The principles proposed for the 2012 STIP development includes a process to address projects identified in previous ACCMA STIP resolutions (Resolution No. 08-006 Revised and Resolution No. 08-018).

A call for projects will be released on June 15, 2011 and applications due to the Alameda CTC July 13, 2011. The draft STIP fund estimate is scheduled to be released (by the CTC) by June 23rd. Projects already included in the STIP as well as new proposals are required to submit call for project information.

As in past STIP cycles, the CTC and MTC are scheduled to adopt the final STIP policies after the call for projects is released and applications are due. The development of the Alameda County STIP proposal will have to be closely coordinated with the statewide and regional development of the 2012 STIP policies. The CTC schedule calls for adoption of the 2012 STIP in April 2012.

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

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

Attachments

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

Attachment B: 2012 STIP Development Schedule

Attachment C: Summary of Alameda 2010 STIP

Attachment D: CMA Resolution No. 08-006 Revised

Attachment E: CMA Resolution No. 08-018

Draft Principles for the Development 2012 STIP Project List

- All sponsors will be required to provide updated cost, scope and schedule information for currently programmed projects.
- The ACCMA Board made commitments to certain projects in 2008 that are detailed in ACCMA Resolutions 08-006 Revised (STIP Commitment to Route 24 Corridor Enhancement) and 08-018 (STIP Commitments). Strategy to deliver the aforementioned projects will be discussed and confirmed, based on updated information, as part of the 2012 STIP process.
- It is anticipated that any new funding programmed in the 2012 STIP will be made available in FY's 2015/16 and 2016/17.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and be able to meet all STIP requirements.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- The following criteria are proposed for prioritization required for the development of the 2012 STIP project list:
 - ◆ In past STIP cycles, highest priority was given to projects that are: 1) currently programmed in the STIP; and 2) projects that have received a commitment of future STIP programming as memorialized in Resolutions 08-006 Revised and 08-018 that meet applicable project readiness standards. Prioritization will consider the results of the collection of updated information and/or the strategy to deliver the previously identified projects.
 - ◆ For the remaining projects, strike a balance between funding for construction and project development, considering the following aspects of project delivery:
 - How far along is project development? – Highest priority to projects that are closest to capital expenditure, i.e. construction or right of way. Consider status of environmental clearance.
 - Does the project have a full funding plan? Has funding been identified for future phases? What is the level of certainty of the availability of the project funding?
 - Can the project be phased?
 - Are there special considerations or timing constraints such as the need to preserve right of way or matching other funds?
 - Priority consistent with CMA Board identified priority projects
 - Equity (geographic, sponsor, modal)
 - Climate change impact

This page intentionally left blank

2012 STIP Development Schedule

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

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

This page intentionally left blank

2010 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share, June 30, 2009 (from 2009 Report)	104,862
Adjustment for 2007-08 and 2008-09 lapses	0
Less 2008-09 Allocations and closed projects	(26,078)
Less Projects Lapsed, July 1, 2009-June 30, 2010	(200)
2010 STIP Fund Estimate Formula Distribution	3,068
Total County Share, June 30, 2010 (includes TE)	81,652

Alameda

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
ACCMA		2179	Planning, programming, and monitoring	SB 184	Aug-09	Aug-09	1,209	1,209	0	0	0	0	0	0	1,209	0	0	0	0
MTC		2100	Planning, programming, and monitoring		Aug-09	Aug-09	113	113	0	0	0	0	0	0	113	0	0	0	0
Caltrans		880	16F HOV, SCL Co-Alvarado/Niles, supplemental			Jun-10	868	0	868	0	0	0	0	0	868	0	0	0	0
Caltrans		238	96G Replace landscape, Rt 580-Rt 880 (split from 96A)			Jul-10	2,963	559	2,404	0	0	0	0	0	2,104	220	339	0	300
ACCMA		loc	44C I-880 reconstruction, 29th-23rd, Oakland (TCIF)	SB 184	May-10	Jul-10	2,000	2,000	0	0	0	0	0	0	0	0	2,000	0	0
ACCMA		2179	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	1,948	0	1,948	0	0	0	0	0	1,948	0	0	0	0
MTC		2100	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	113	0	113	0	0	0	0	0	113	0	0	0	0
Caltrans		880	16S Landscaping, SCI Co Line-Alvarado/Niles			Jul-10	560	0	560	0	0	0	0	0	0	0	560	0	0
GGBHTD		loc	2014U Golden Gate Bridge Median Barrier (Alameda)				12,000	0	12,000	0	0	0	0	0	12,000	0	0	0	0
ACTA		loc	81D Rt 84, 4-in expwy, Rt 880-Rt 238 Mission Bl				9,300	0	0	0	0	0	9,300	0	9,300	0	0	0	0
MTC		2100	Planning, programming, and monitoring				468	0	114	114	118	122	0	0	468	0	0	0	0
ACCMA		2179	Planning, programming, and monitoring				3,940	0	1,947	1,993	0	0	0	0	3,940	0	0	0	0
			Subtotal, Highway Projects				35,482	3,881	5,893	14,061	2,107	118	9,422	0	32,063	220	2,899	0	300
Rail and Transit Projects:																			
Berkeley		2009V	AB 3090 reimbursement (Ashby BART station)(08S-03)			Sep-09	1,500	1,500	0	0	0	0	0	0	1,500	0	0	0	0
LA VTA		bus 2009K	Livermore, Bus operating facility, phase 2 (buildings)				4,000	0	4,000	0	0	0	0	0	4,000	0	0	0	0
Union City		bus 2110A	Union City Intermodal Station				715	0	715	0	0	0	0	0	715	0	0	0	0
			Subtotal, Rail & Transit Projects				6,215	1,500	0	4,715	0	0	0	0	6,215	0	0	0	0
Transportation Enhancement (TE) Projects:																			
ACCMA		te 2100K	Rt 880, landscaping, San Leandro, Marina Bl-Davis St			Jun-10	400	400	0	0	0	0	0	0	0	0	400	0	0
ACCMA		te 139F	Rt 580, Landscaping, San Leandro, Estudillo Ave-141st				93	0	93	0	0	0	0	0	93	0	0	0	0
BART		te 2008B	MacArthur BART renovate & enhance entry plaza				954	0	954	0	0	0	0	0	954	0	0	0	0
Alameda Co		te 2100F	Grove Wy sidewalk improvements, Meekland-Haviland				1,150	0	1,150	0	0	0	0	0	1,150	0	0	0	0
Berkeley		te 2100G	Berkeley Bay Trail Project, Seg 1				1,928	0	1,928	0	0	0	0	0	1,928	0	0	0	0
Dublin		te 2100H	Alamo Canal Regional Trail, Rt 580 undercrossing				1,021	0	1,021	0	0	0	0	0	1,021	0	0	0	0
BART		te 2103A	Coliseum BART pedestrian improvements				885	0	885	0	0	0	0	0	885	0	0	0	0
Union City		te 2110A	Union City Intermodal Stn, Ped Enhanc Ph 2 & 2A				3,000	0	3,000	0	0	0	0	0	3,000	0	0	0	0
MTC		res 2100C	TE reserve (MTC share)				4,610	0	948	1,012	1,325	1,325	0	0	4,610	0	0	0	0
ACCMA		res 2100J	TE reserve (County share)(08S-26)				500	0	500	0	0	0	0	0	500	0	0	0	0
			Subtotal TE Projects				14,541	400	9,531	948	1,012	1,325	1,325	0	14,141	0	400	0	0
			Total Programmed or Voted since July 1, 2009				56,238												
Balance of STIP County Share, Alameda																			
Total County Share, June 30, 2010							81,652												
Total Now Programmed or Voted Since July 1, 2009							56,238												
Unprogrammed Share Balance							25,414												
Share Balance Advanced or Overdrawn							0												

Note: The BART Oakland airport connector project (PPNO 2103), for \$20 million in construction, is not shown here. It was included in the July 1, 2010 technical change approved by the Commission, but, in order to allow opportunity for additional public comment, it is being re-considered with notice in August and action at the September 2010 CTC meeting. If approved, the project will be added at that time.

This page intentionally left blank



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

Attachment D

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

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

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

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Miley
Scott Haggerty
Chair

City of Alameda
Mayor
Beverly Johnson

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Vice-Mayor
Ruth Atkin

City of Fremont
Vice-Mayor
Robert Wieckowski

City of Hayward
Mayor
Michael Sweeney

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Vice Chair

Executive Director
Dennis R. Fay

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

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

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

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

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

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

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

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

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

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

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

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

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

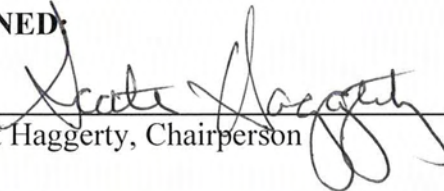
BE IT FURTHER RESOLVED, that the ACCMA Board intends to program additional STIP funding, up to \$4 million collectively, in the 2010 and 2012 STIPs for transportation enhancements along and in the vicinity of the Route 24 corridor in Oakland to effectuate certain provisions of the above-referenced settlement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

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

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

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

SIGNED:



Scott Haggerty, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

Attachment E

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

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

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Miley
Scott Haggerty

City of Alameda
Mayor
Beverly Johnson
Vice Chair

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Vice-Mayor
Ruth Atkin

City of Fremont
Councilmember
Robert Wiekowski

City of Hayward
Councilmember
Olden Henson

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

State Transportation Improvement Program (STIP) Commitments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AYES:

33

NOES:

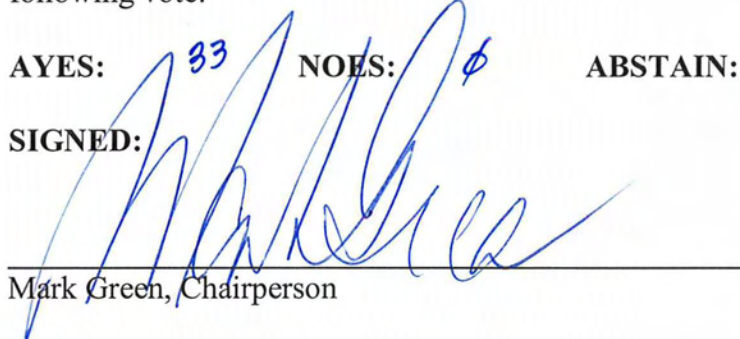
0

ABSTAIN:

1

ABSENT: 1

SIGNED:



Mark Green, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary

ATTACHMENT A

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

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

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

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

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

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

ATTACHMENT B

Programming Requirements

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

All projects will be required to:

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

RESOLUTION 3434 Projects will also be required to:

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

PREVIOUS STIP COMMITMENT Projects will also be required to:

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

INFRASTRUCTURE BOND Projects will also be required to:

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

This page intentionally left blank.



Memorandum

DATE: June 6, 2011
TO: Programs and Projects Committee
FROM: Matt Todd, Manager of Programming
RE: Review of Vehicle Registration Fee (VRF) Draft Program Guidelines

Recommendation

It is recommended the Commission review the Vehicle Registration Fee Draft Program Guidelines.

ACTAC is scheduled to consider this item on June 7, 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.

Various aspects of the implementation of the VRF Program have been discussed over the last few months. Based on the discussion and actions taken to date, staff has created the Alameda County Measure F Vehicle Registration Fee Draft Program Guidelines. The VRF Program Guidelines are intended to describe the program, provide basic background information, and additional details regarding how the Alameda CTC intends to administer the funding, as well as what will be expected from recipients of the funds.

Attachment B includes a summary of strategies/policies that are proposed in the VRF Program Guidelines. Attachment C is the proposed VRF Draft Program Guidelines.

The Committee is requested to review and comment on the Vehicle Registration Fee Draft Program Guidelines.

Attachments

Attachment A: VRF Program Schedule
Attachment B: Summary of VRF Program Guidelines
Attachment C: Alameda County Measure F Vehicle Registration Fee Draft Program Guidelines

This page intentionally left blank

Schedule for Measure F – VRF Program

Date	Activity
April 2011	Program Principles to Committees/ Board
May 2011	Program Strategic Plan to Committees/Board
June 2011	Draft Program Guidelines to Committees/ Board
July 2011	Final Program Guidelines to Committees/Board Programming Actions to Committees/Board
Fall 2011	Execute Agreements for Pass Through Funds

This page intentionally left blank

Summary of Vehicle Registration Fee Program Guidelines

- 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:
 - 50% by population of the planning area
 - 50% of registered vehicles of the planning area
 - Planning Area and Geographic Equity for each program will be monitored and considered as a goal
- Three (3) year time period to expend funds. The Commission can consider extensions (up to 2 one year extensions).

Three Tiers of Program Implementation

- EXPENDITURE PLAN
The language included in the ballot that guides the annual expenditures of the funds generated by a \$10 per year vehicle registration fee.
- STRATEGIC PLAN
Five Year Look Ahead – Define funding targets for each of the programmatic categories identified in the Expenditure Plan for a five year period.
- IMPLEMENTATION PLAN
Short term plan that will include the approval of specific projects to be programmed.

LSR Funds (60%)

- 100% pass through funds to cities. All funds will be passed to the Planning Area using the VRF formula. The funds will be distributed by population within planning area.
- Broad Range of Facility Eligibility (i.e. local to arterial facilities).
- Require use of existing “Pavement Management System” programs.

Transit (25%)

- Biennial Program (Program every 2 years).
- Discretionary program - Competitive call for projects.
- Capital and Operations are eligible (detailed scope will be required).
- Projects that address regionally significant transit issues be given some prioritization.

Local Transportation Technology (10%)

- Operation and Maintenance of ongoing transportation management technology projects such as 'Smart Corridor Program' will be prioritized.
- The initial programming proposed for the Local Transportation Technology Program will exceed the 10% program share in year one of the VRF Program.
 - Programming made available in next 4 years will be reduced to account for the advance of programming in year 1.

Bike Ped (5%)

- Biennial Program (Program every 2 years).
- Discretionary program - Competitive call for projects.
- Integrate with other discretionary Bicycle and Pedestrian grant fund programs.
- Capital and Operations are eligible.
- Priority to projects in the Bike / Pedestrian Plan.

DRAFT

**Alameda County Measure F Vehicle Registration Fee
Program Guidelines**

DRAFT

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

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

These Program Guidelines will guide the Alameda CTC's administration of the Alameda County Measure F Vehicle Registration Fee Program. Alameda County has significant unfunded transportation needs, and this Fee will provide funding to meet some of those needs. The Measure allows for the collection of the Fee for an unlimited period to implement the Expenditure Plan.

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

The VRF will fund projects that:

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

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

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

Program Categories

The Expenditure Plan identifies four types of programs that will receive funds generated by the VRF.

The descriptions of each program and the corresponding percentage of the annual revenue that will be allocated to each program after deducting for the Agency's administrative costs include:

Local Road Improvement and Repair Program (60%)

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

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

Transit for Congestion Relief Program (25%)

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

- Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways
- Employer or school-sponsored transit passes, such as an "EcoPass Program"
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles
- Passenger rail station access and capacity improvements

Local Transportation Technology Program (10%)

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

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology, such as the "Smart Corridors Program", traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems, and advanced traveler information systems

- Infrastructure for alternative vehicle fuels, such as electric and hybrid vehicle plug-in stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling

Pedestrian and Bicyclist Access and Safety Program (5%)

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

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

Administration Costs of the VRF

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

Distribution of VRF Funds

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

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

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

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

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

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

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

VRF Program Implementation

The Alameda CTC will adopt a multi year Strategic Plan that will include funding targets for programmatic categories identified in the Expenditure Plan for a minimum five year period. The Strategic Plan will project the VRF revenues to meet the geographic equity goals of the program. The Strategic Plan will also project the VRF revenues to meet the programmatic category funding goals identified of the program. Adjustments based on projected compared to actual VRF received will be made in the Strategic Plans.

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

As local agencies consider projects for funding from the VRF program, as an overall strategy, the leveraging of outside funding sources is highly encouraged. The matching of programming from multiple programmatic categories is also encouraged where appropriate.

Local Road Improvement and Repair Program (60%)

The Local Road Improvement and Repair category will be administered as a pass through program, with the 14 cities and the County receiving a portion of the Local Road Improvement and Repair Program based on a formula weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. The funds will be based on a population formula within each Planning Area. Agencies will maintain all interest accrued from the VRF Local Road Program pass through funds within the program. The Alameda CTC will provide further detail regarding activities eligible for reimbursement from the VRF through an agreement with each agency.

Capital projects providing street repaving and rehabilitation are proposed to be priorities for this Program. Within a project's primary scope of the street repaving and rehabilitation, staff also anticipates scope associated with curbs, gutters, drains, sidewalks, traffic signals, bicycle improvements, pedestrian improvements and transit service. Projects that incorporate the "complete streets" practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit are proposed to be given consideration. Projects that address regionally significant routes are proposed to be given consideration. Sponsors will be required to submit material supporting the overall pavement condition and the analysis of the funded projects from the jurisdictions current pavement management system.

Transit for Congestion Relief Program (25%)

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

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priorities for this Program. Projects that address regionally significant transit issues and improve reliability and frequency are proposed to be given consideration.

Local Transportation Technology Program (10%)

The Local Transportation Technology category priority will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. The Alameda CTC Board will have the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories.

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

Pedestrian and Bicyclist Access and Safety Program (5%)

The Pedestrian and Bicyclist Access and Safety category will be administered as a discretionary program that will be programmed every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources such as TFCA Program Manager Funds, TDA Article 3 funds, and the Measure B Bicycle/Pedestrian Discretionary Program, will be a primary consideration in the scheduling of the call for projects. Projects identified in bike and pedestrian plans are proposed to be priorities for this Program.

Application Process

Alameda CTC will release a call for projects and application material for discretionary program call for projects. This can be a stand alone application or included in a coordinated call for projects process that consolidates like fund sources.

Project sponsors will be required to complete a funding application to be considered for funding. Project applications will include, but not be limited to:

1. Partner agencies/organizations:
2. Project Description/Scope
3. Project Budget: Project budget listing all project costs by phase (for entire project).
4. Funding Sources: Funding plan listing all funding sources and amounts (including identifying unsecured funds).
5. Schedule and Project Milestones
6. Other information pertinent to the specific program category

Timely Implementation of Projects and Use of Funds

Pass Through Funds

The VRF funds must be expended by December 31st of the third fiscal year following the fiscal year in which the funds were generated. For example, VRF funds generated from vehicle registrations in FY 11/12 will be required to be expended by December 31, 2014, unless an extension has been approved by the Alameda CTC. No more than two (one year) extensions will be approved by the Alameda CTC Board. Project sponsors will also be required to:

1. Execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Alameda CTC.
2. Submit all required monitoring reports and/or audits within the period established by the Alameda CTC

Discretionary Funds

Project sponsors will be required to encumber and expend funds within three years of approval of the programming by the Alameda CTC Board, unless a time extension has been granted. To ensure the timely implementation of projects and use of funds, the following timelines will be imposed for each programming action:

1. Project sponsors must execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Alameda CTC.
2. Project sponsors must initiate implementation of a project within three months of the date of receipt of the executed fund transfer agreement from the Alameda CTC, unless an extended schedule has been approved in advance by the Alameda CTC.
3. Funds must be expended within three years from the date of approval of the programming by the Alameda CTC Board, unless an extension has been approved by the Alameda CTC. No more than two (one year) extensions will be approved by the Alameda CTC Board.
4. Sponsors must submit all required monitoring reports and/or audits within the period established by the Alameda CTC.

Any sponsor that does not comply with any of the above requirements within the established time frames will be given written notice from the Alameda CTC that they have 60 days in which to comply. Failure to comply within 60 days will result in the reprogramming of the funds allocated to that project, and the project sponsor will not be permitted to apply for new projects until the sponsor has demonstrated to the Alameda CTC that steps have been taken to avoid future violations of this policy.

Monitoring Requirements

Project sponsors will be required to submit information to the Alameda CTC regarding the status of the funds and the projects funded with the VRF Program revenues. The requirements may vary depending on the programming category.

Discretionary Programs

- Project Status report (biannually)
- Funding information (annually)
 - Detail of funds programmed and reimbursed on a project by project basis
 - Detail of Expense categories
 - Funds expended by Planning Area
 - Funds expended by Program Category
- Accomplishments and benefits realized by the project (end of project)

Pass Through Programs

- Project Status report (biannually)
 - Detail of projects funded with pass through funds
 - Scope/budget/schedule/funding plan of projects
 - Detail of Expense categories
 - Plan/strategy for use of funds received but not associated with a specific scope
- Accomplishments and benefits realized by the project(s) (end of project)

Audit Requirements

Pass Through Funds

All agencies that receive pass through funds will be required to submit an audit of the previous fiscal years pass through funds (by December 31st for previous fiscal year). The audit will include, but not be limited to:

- Revenue received and earned
- Expenses incurred
 - By project
 - By expense category
 - Funds expended by Planning Area
 - Funds expended by Program Category
- Remaining Balance

Discretionary Funds

All projects will be subject to a performance audit including project monitoring requirements established by the Alameda CTC. Project sponsors will, for the duration of the project/program, and for three (3) years following completion, make available to the Alameda CTC or to an independent auditor, all records relating to expenses incurred in implementing the project/program.

Reimbursement of funds

Pass Through Funds

A sponsor's costs shall be reimbursed for expenditures incurred on eligible projects. If any proposed reimbursement request is held invalid based on the Expenditure Plan eligibility, those funds shall be redistributed to other expenditures in accordance with the Expenditure Plan.

Discretionary Funds

Upon execution of a fund transfer agreement, project sponsors may request reimbursement for documented expenses on an approved project. If any proposed reimbursement request is held invalid based on the Expenditure Plan eligibility, those funds shall be redistributed to other expenditures in accordance with the Expenditure Plan. Project sponsors must complete the "Request for Reimbursement of Funds" form attached to the fund transfer agreement for each reimbursement request. All complete requests for reimbursement will be paid within 30 days. 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.

The Request for Reimbursement form must have an original signature by an authorized person, and should be sent to the attention of Alameda CTC's Director of Finance.

The form must be accompanied by the following documentation:

Direct Costs: Copies of invoices that the project sponsor has paid, including copies of checks evidencing payment that are directly and solely related to implementation of the project. Travel and training costs may be used only if the travel and training are directly related to the implementation of the funded project.

Labor Charges: Payroll records indicating pay rate, time sheets indicating time worked on project.

Alameda CTC Program Administration

The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Expenditure Plan. The proceeds of the VRF shall be used solely for the programs and purposes set forth in the Expenditure Plan and for the administration thereof.

The Alameda CTC, as the VRF administering agency, will:

- Contract with the Department of Motor Vehicles to collect the VRF
- Adopt a budget annually that will project the expected Fee revenue, other anticipated funds and planned expenditures for administration and programs.
- Maintain interest accrued from the VRF Programs within the respective programs.
- Adopt a multi year Strategic Plan
 - The Strategic Plan will include funding targets for programmatic categories identified in the Expenditure Plan for a minimum five year period. The Strategic Plan will project the VRF revenues to meet the programmatic category funding goals identified in the Expenditure Plan. Adjustments based on projected compared to actual VRF received will be made in the Strategic Plan.
- Adopt a Implementation Plan for the upcoming fiscal year
 - The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year.
- Adopt an Annual Report:
 - The Annual Report will include:
 - Revenues collected
 - Detail expenditures by programs, including:
 - Distribution of funds by program
 - Distribution of funds by planning area, and
 - Administrative costs
 - Accomplishments and benefits realized by the programs
 - Detail projects for funding in each program
 - The Annual Report approval process will include:
 - Releasing a draft for public review
 - Holding a public hearing
 - Addressing public comments in the Annual Report subsequent to the adoption of the Annual Report by the Alameda CTC

Initial Alameda CTC Administrative Costs

The initial setup and programming costs identified by the Department of Motor Vehicles (DMV) to collect the VRF shall be paid by the Alameda CTC from the VRF. Any direct contract payment with the DMV by the Alameda CTC shall be repaid, with no restriction on the funds, to the Alameda CTC 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.

The costs of placing the Measure authorizing imposition of the VRF 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 VRF, advanced by the Alameda CTC, shall be paid from the proceeds of the VRF, and shall not be counted towards the five percent limit on administrative costs.

The costs of preparing the Plan, advanced by the Alameda CTC, shall be paid from the proceeds of the VRF subject to the five percent limit on administrative costs, but these costs may be amortized over a period of years.

Expenditure Plan Amendments

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

Bonding Authority

The Alameda CTC will have the authority to bond for the purposes of implementing the Expenditure Plan. Any bonds will be paid with the proceeds of the VRF. The costs associated with bonding will be borne only by programs in the Expenditure Plan utilizing the bond proceeds. The costs and risks associated with bonding will be presented in the Alameda CTC's Annual Budget and will be subject to public comment before approving a bond sale.

Fund Exchanges

Exchanges of VRF with non-VRF revenues may be considered on a case by case basis. The benefits, costs and risks associated with an exchange will be considered and the exchange proposal will require the approval of the Alameda CTC Board.

Appendix A Alameda County Transportation Improvement Measure Expenditure Plan (To Be Attached, not included in this draft)



Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming

SUBJECT: **Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2011/12**

Recommendation

It is recommended that the Commission approve the ACE Baseline Service Plan for FY 2011-12, contingent on the receipt of additional project information regarding the Altamont Rail Corridor Environmental Documentation project included in the ACE FY 2011-12 Capital Program

Summary

The Cooperative Service Agreement for the operation of the Altamont Commuter Express (ACE) service, between the Alameda CTC, Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRC), calls for SJRRC staff to prepare an annual report on the operation of the ACE service. The attached ACE Baseline Service Plan details the ACE service and budget proposed for the upcoming 2011/12 fiscal year.

Background

In February 2011, ACE provided the Draft FY 2011/12 Baseline Service Plan to the Alameda CTC for review and comment. The attached Final FY 2011/12 Baseline service Plan incorporates the Alameda CTC's staff comments.

The total estimated Alameda County contribution towards ACE Operations and Maintenance for FY 2011/12 is \$2,051,665. The 3.48 percent increase over last year's amount is based on the estimated Consumer Price Index (CPI) increase for FY 2011/12 and is consistent with the terms of the Cooperative Services Agreement.

The total Alameda County funds requested for FY 2011/12 Capital Projects is \$4,000,000 and includes \$707,887 of the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds requested under Agenda Item 2B, as well as about 3,292,000 of Measure B funds eligible for ACE capital projects.

Alameda CTC staff has requested ACE staff to provide additional project, budget and schedule information for the Altamont Rail Corridor Environmental Documentation included in the

proposed 2011/12 capital projects. The approval of \$2,000,000 for this project is contingent upon receipt of the requested project information.

Fiscal Impact

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

Attachment

Attachment A: FY 2011/12 ACE Baseline Service Plan

The background of the page features a faded image of a two-story brick building with arched windows and a street lamp, alongside a set of train tracks receding into the distance.

Altamont Commuter Express

2011 - 2012

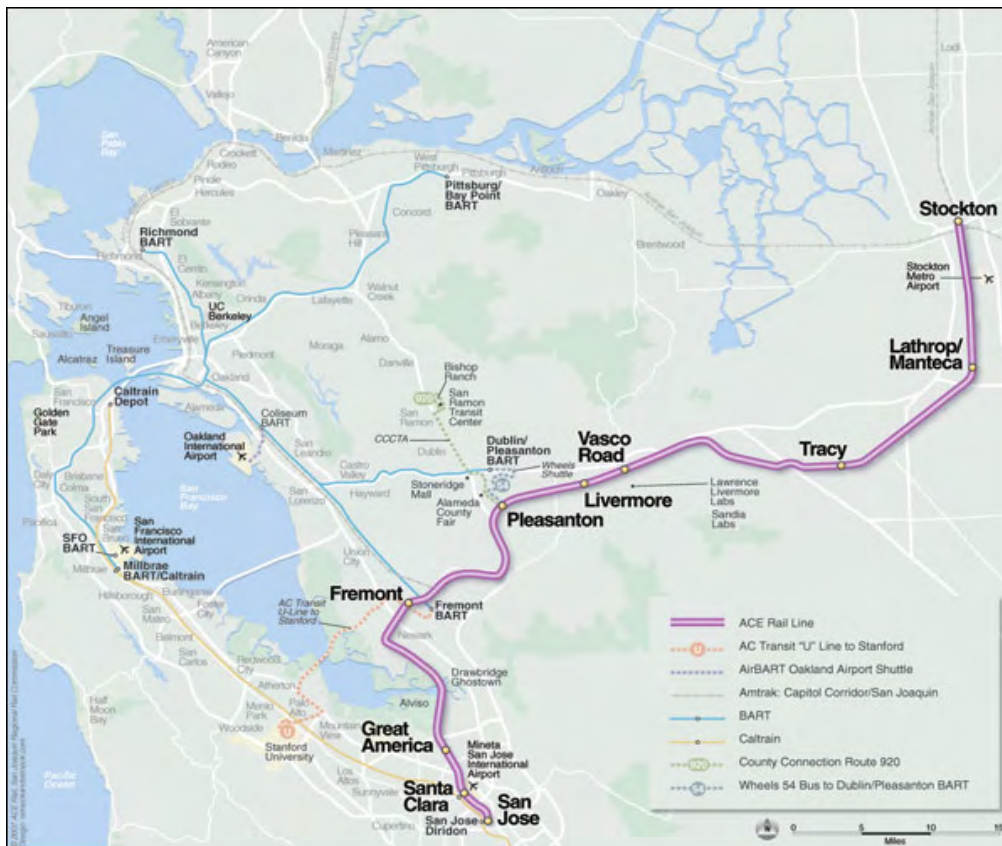
DRAFT BASELINE SERVICE PLAN

Train Service

The Baseline ACE Service Plan (BAS) provides 3 weekday roundtrips between Stockton, CA and San Jose, CA. Trains consist of sets of 6 cars and provides seating of approximately 700-800 seats per train. Operation of the 4th roundtrip which was provided above the BAS was suspended In November 2009 until an improvement in the economy and unemployment occurs.

Service Corridor

ACE trains operate over 82 miles of Union Pacific railroad between Stockton and Santa Clara, and 4 miles of Caltrain railroad between Santa Clara and San Jose. ACE trains service 10 stations in San Joaquin, Alameda, and Santa Clara Counties.



COUNTY STATIONS SERVED		
SAN JOAQUIN	ALAMEDA	SANTA CLARA
Stockton	Vasco Road	Great America
Lathrop/Manteca	Livermore	Santa Clara*
Tracy	Pleasanton	San Jose
	Fremont	

*see note related to the Santa Clara Station on the following page.

Train Schedule

AM – WESTBOUND

Stockton To San Jose	#01	#03	#05
Stockton	4:20 AM	5:35 AM	6:40 AM
Lathrop/Manteca	4:37 AM	5:52 AM	6:57 AM
Tracy	4:49 AM	6:04 AM	7:09 AM
Vasco	5:18 AM	6:33 AM	7:38 AM
Livermore	5:23 AM	6:38 AM	7:43 AM
Pleasanton	5:31 AM	6:46 AM	7:51 AM
Fremont	5:53 AM	7:08 AM	8:13 AM
Great America	L6:11 AM	L7:26 AM	L8:31 AM
Santa Clara*	Suspended	Suspended	Suspended
San Jose	6:30 AM	7:45 AM	8:50 AM

PM – EASTBOUND

San Jose To Stockton	#04	#06	#08
San Jose	3:35 PM	4:35 PM	5:35 PM
Santa Clara*	Suspended	Suspended	Suspended
Great America	3:47 PM	4:47 PM	5:47 PM
Fremont	4:03 PM	5:03 PM	6:03 PM
Pleasanton	4:26 PM	5:26 PM	6:26 PM
Livermore	4:35 PM	5:35 PM	6:35 PM
Vasco	4:40 PM	5:40 PM	6:40 PM
Tracy	5:09 PM	6:09 PM	7:09 PM
Lathrop / Manteca	5:21 PM	6:21 PM	7:21 PM
Stockton	5:45 PM	6:45 PM	7:45 PM

***Note:** Due to the Caltrain/ACE/Capital Corridor Santa Clara Station construction project at CP Coast (Downtown Santa Clara Station), trains are not able to access the Santa Clara Station until construction is complete. Construction is anticipated to be completed in November 2011. Currently ACE is providing a bus bridge between the Great America Station and the Downtown Santa Clara Station from the Great America Station.

Fare Structure

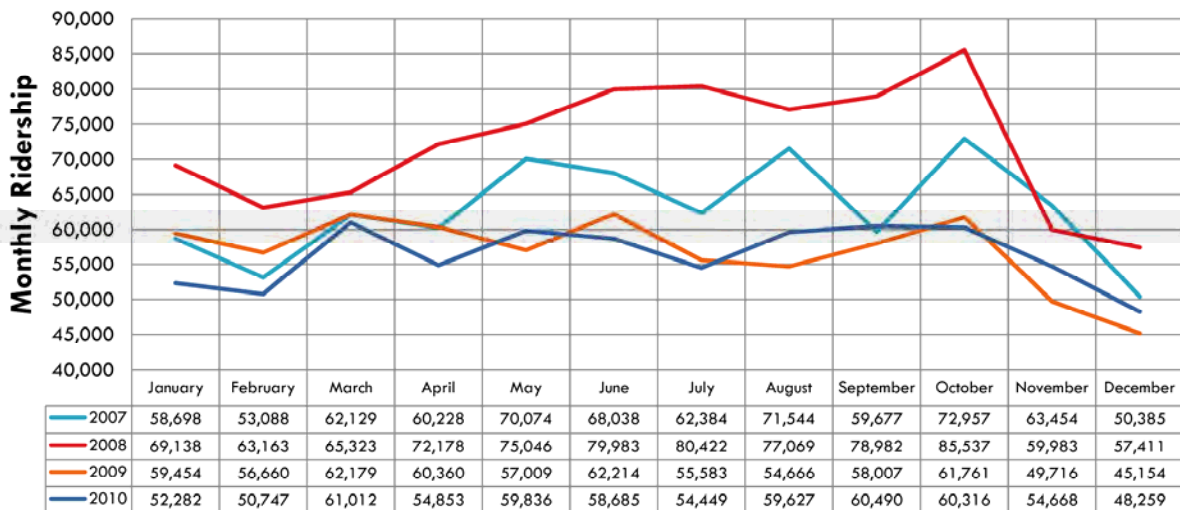
The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a **50%** discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under Title II or XVIII of the Social Security Act, and children age 6 through 12. Children under 6 ride for free with an accompanying adult. Current fares have been in effect since February 2, 2009.

		TRI VALLEY	FREMONT	SAN JOSE
STOCKTON	ONE WAY	\$ 8.25	\$ 9.25	\$ 11.75
	RT	\$ 12.75	\$ 16.75	\$ 21.00
	20 TRIP	\$ 102.00	\$ 132.25	\$ 163.25
	MONTHLY	\$ 187.75	\$ 243.25	\$ 300.00
LATHROP	ONE WAY	\$ 7.75	\$ 8.75	\$ 11.00
	RT	\$ 12.75	\$ 15.50	\$ 20.00
	20 TRIP	\$ 97.50	\$ 126.50	\$ 156.25
	MONTHLY	\$ 179.50	\$ 233.00	\$ 287.50
TRACY	ONE WAY	\$ 4.50	\$ 7.75	\$ 8.75
	RT	\$ 8.75	\$ 12.25	\$ 15.50
	20 TRIP	\$ 68.50	\$ 97.50	\$ 126.50
	MONTHLY	\$ 125.00	\$ 179.50	\$ 233.00
TRI-VALLEY	ONE WAY	\$ 3.50	\$ 4.50	\$ 7.75
	RT	\$ 4.50	\$ 8.75	\$ 12.25
	20 TRIP	\$ 38.75	\$ 68.50	\$ 97.50
	MONTHLY	\$ 72.25	\$ 125.00	\$ 179.50
FREMONT	ONE WAY			\$ 4.50
	RT			\$ 8.75
	20 TRIP			\$ 68.50
	MONTHLY			\$ 125.00

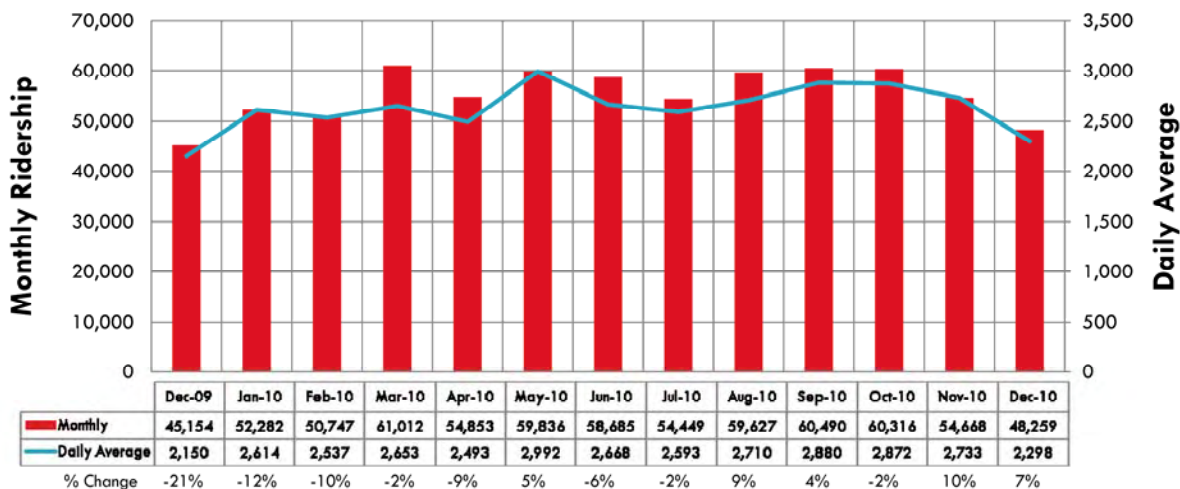
Ridership

Based on the continuing uncertainty of the economy, total ACE Ridership for the 2010 calendar year remained closely tied to the total from 2009. 2010's total – 675,224 – was only slightly lower than 2009's total of 682,763.

ACE Ridership 2007 – 2010 Comparison



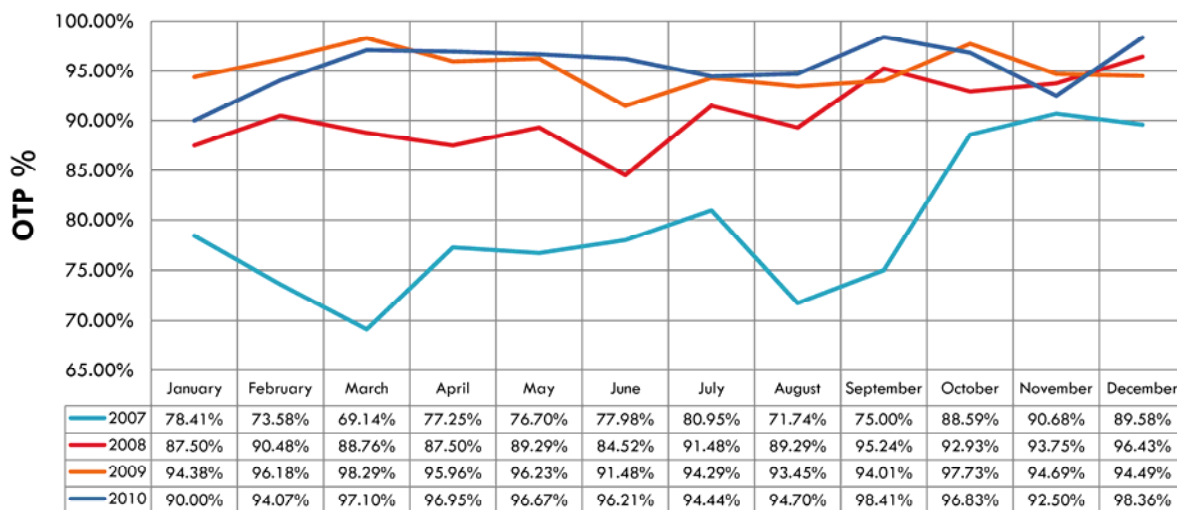
ACE Ridership December 2009 – December 2010



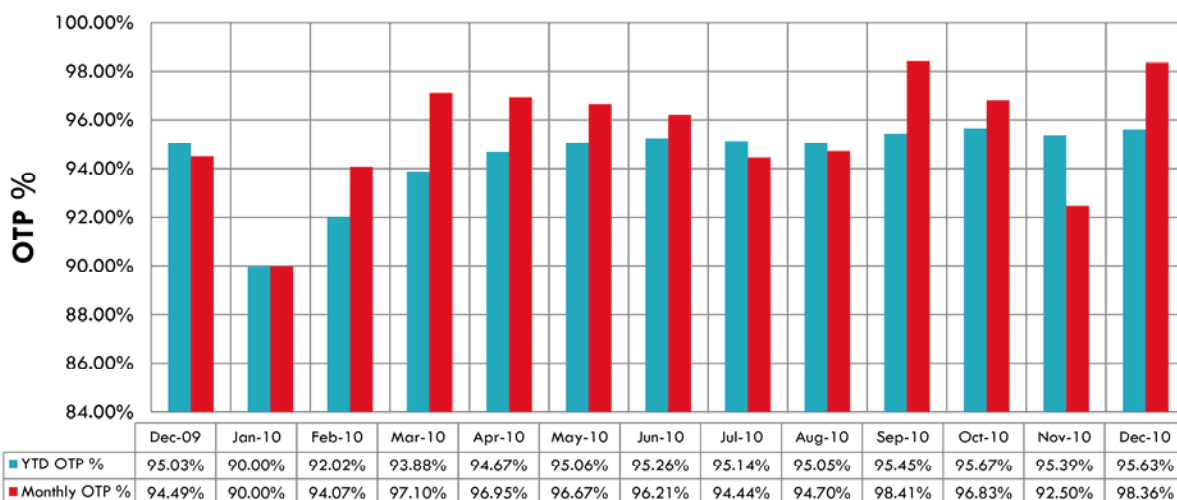
On-Time Performance

ACE on-time performance for 2010 was 95.63 percent which is calculated based on trains arriving at their final terminal within 5 minutes of the schedule of the train. This represented a slight increase from 2009. The charts below show On-Time Performance as a percentage.

ACE On-Time Performance 2007 – 2010 Comparison



ACE On-Time Performance December 2009 – December 2010



Shuttles

A substantial part of the ACE operating budget is for connecting shuttle operations. Connecting shuttle or bus service is available at 5 of the current stations. There are also connecting services that are offered that are funded by other Agencies or private businesses.

(NOTE: Level of Shuttle Service is subject to change depending upon available grant funding utilization and operating efficiency.)

San Joaquin County

- Lathrop Manteca Station - Modesto Max bus provides connections between Modesto and the Lathrop Manteca station. (Not part of ACE operating budget)

Alameda County

- Vasco Road – Livermore Lab Shuttle (Not part of ACE operating budget)
- Livermore Station – Connecting service to LAVTA/Wheels Transit system. (Not part of ACE operating budget)
- Pleasanton Station – Connecting service to LAVTA Wheels Route 53 and 54 servicing Pleasanton BART, Hacienda Business Park, and Stoneridge Business Park. Connecting service to Contra Costa County Transit servicing Bishop Ranch Business Park.
- Fremont Station – Connecting service to AC Transit.(Not part of ACE operating budget)

Santa Clara County

- Great America Station – Eight shuttle routes provided by El Paseo Limousine, managed by the Valley Transit Authority, cover 540 miles per day to various businesses in the Silicon Valley. In addition Light Rail Service from the Lick Mill Station also provides connection alternatives to the passengers. Approximately 12 private company shuttles service the station. A shuttle from the Great America Station to the Santa Clara Station and surrounding commerce centers is also provided by El Paseo Limousine and allows passengers to make their connection through the shuttle service, four additional stops were added to include stops to accommodate employees working at Agilent, Hitachi, Hewlett Packard and Kaiser.
- San Jose Diridon Station - ACE riders have access to the free DASH shuttles, VTA light rail, six bus routes and four regional express routes to and from the San Jose Diridon Station providing connection alternatives for passengers. DASH shuttles provide an important link for ACE passengers traveling to downtown San Jose. DASH shuttles are operated by VTA with funds from the Bay Area Air Quality Management District (BAAQMD), the City of San Jose, and the VTA. DASH shuttles are free for ACE passengers.

ACE Service Contributions

The Baseline ACE Service Contributions were initially derived from the 2002/2003 adopted ACE Budget and are adjusted annually based upon the CPI (April-to-April time period), unless unusual industry factors affect the Service. The following chart shows the contributions by Fiscal Year:

	FY 2007 – 2008	FY 2008 - 2009	FY 2009 - 2010	FY 2010 - 2011
ALAMEDA CTC	\$1,861,615	\$1,931,187	\$1,936, 980	\$1,983,004
SCVTA	\$2,606,259	\$2,689,659	\$2,689,659	\$2,689,659*
CPI Increase	3.10%	3.20%	3.0%	3.29%

* Due to economic constraints SCVTA held the FY 2010/2011 contribution at the FY 2008/2009 level.

ACE Operations and Maintenance Contributions:

The published FY 2010/2011 April-April CPI is 3.48 percent. Therefore, local contributions are projected to increase 3.48 percent over the 2010/2011 Fiscal Year. The final contribution requirements are listed below using the published April-April CPI.

Contributions	ACTUAL 2010 / 2011	ESTIMATED 2011 / 2012
ALAMEDA CTC	\$1,983,004	\$2,051,665*
SCVTA	\$2,689,659	\$2,880,116**

*ALAMEDA CTC FY 2011/2012 contributions include \$10,000 for maintenance of the Vasco Road and Pleasanton Stations.

** The 2011/2012 figure is escalated by 3.48% over the SCVTA contribution of \$2,738,194 identified in the approved FY 2010/2011 Baseline Service Plan rather than the actual funding received. Funding actually received from SCVTA was \$2,689,659.

ACE Shuttle Contributions:

The regional shuttle service providers (VTA, LAVTA, and CCCTA) have multi-year contracts with private operators that have built-in, annual inflation rates (Averaging 3-4 percent). These costs are passed-through to the Baseline ACE Service Budget.

The overall shuttle budget for FY 2010/2011 was \$1,836,378. Contributions by Agencies are as follows:

Estimated 2011/2012 Shuttle Budget:

VTA	\$ 906,515.
CCCTA	\$ 236,850
LAVTA	\$ 119,304
ACE (share)	<u>\$ 675,000</u>
Total Shuttle Budget	<u>\$1,937,669</u>

Due to cuts in funding from the Bay Area Air Quality Management District the ACE portion of the Shuttle Budget increased by approximately \$100,000.

ACE shuttles from the Great America Station are operated by El Paseo Limousine through a competitive selection by a panel of VTA and SJRRC staff. VTA manages this service and contracts with El Paseo, who has delivered improved service and new propane clean-air vehicles. Grant revenue depends on award of annual funds from the air district. These funds are awarded on a calendar cycle so the first half of FY 2010/2011 is covered under the current grant.

ACE Capital Projects:

As part of the SJRRC's efforts to provide a safer more reliable and convenient ACE Service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE Corridor or improve reliability of the service. Thus far, the Capital program has been funded with State Funds, Federal Section 5307 Funds, Section 5309 Funds, Alameda County Sales Tax Measure B, Santa Clara VTA, and San Joaquin County Sales Tax Measure K revenues. FY 2011/2012 Capital Projects and budgets are listed below. A more detailed level of funding is included as Appendix A.

1) Locomotive Overhaul Project - \$ 2,700,000

2) Construction of the ACE Maintenance and Layover Facility. Construction scheduled to begin the Spring 2011 and be completed in Spring 2013. Funds identified are only for estimated expenses in FY 2011 – 2012. These funds include debt repayment on the SJRRC Bonds issued in November 2010 to complete the funding for the project. Total Project cost is estimated at \$64 million.

3) Santa Clara Station Construction. Caltrain has entered into a contract for the re-construction of the Downtown Santa Clara Station to allow ACE and Capitol Corridor to access the station on the UPRR mainline without delays associated with normal Caltrain operations. The project is scheduled to be completed in 2011 at an estimated cost of \$25 million.

VTA has programmed \$450,000 for this project from the Prop 1B program for ACE. These funds will be included in the Annual SJRRC/ACE Capital Budget when received.

4) Altamont Rail Corridor Environmental Documentation. Completion of the Alternatives Analysis for the project and begin EIR/EIS for the Altamont Rail Corridor in conjunction with the California High Speed Rail Authority. The total project cost for completing the EIR/EIS is \$40 million. The environmental documentation for the project is scheduled to be completed in 2015.

Total Capital Project Expenses for FY 2011/12	\$41,914,914
Total SJRRC Funds Committed for FY 2011/12	\$36,094,914
Total VTA Funds Committed for FY 2011/12	\$ 6,800,000
Total ALAMEDA County Funds Requested for FY 2011/12	\$ 4,000,000

Annually as part of the Baseline Service Plan SJRRC, ALAMEDA CTC, and VTA discuss the programming and funding of future capital projects. These meetings will take place prior to the completion of the Final Budget. Any projects agreed to will be incorporated into this document by amendment.

As part of the Alameda County Measure B sales tax funds for capital funds are identified. After the planned expenditures in FY 2011/2012, approximately \$4 million remains for future ACE capital projects.

ACE Service Improvements Beyond the Baseline Service

- SJRRC has completed design on a station track extension that will connect the ACE station with the new maintenance facility and allow for Caltrans San Joaquin trains to access the station platform. Phase I of the project is fully funded with construction documents anticipated in June 2011. The project is expected to be out to bid in August 2011. This project in conjunction with the Cabral Station Improvement project will provide a multi-modal station for rail transportation in Stockton and serve as the eastern anchor for the City of Stockton's redevelopment plan.



Memorandum

DATE: June 6, 2011

TO: Programs and Project Committee

FROM: Tess Lengyel, Deputy Director, Policy, Public Affairs and Legislation

Subject: **Approval of PAPCO Recommendations for Fiscal Year 2011/2012 Paratransit Program Plans and Budgets for \$8.95 Million and Minimum Service Level Grants for \$100,000**

Recommendation

Staff recommends that the Commission approve PAPCO's recommendations for both the mandated and non-mandated paratransit programs for \$8.95 Million and for two Minimum Service Level Grants for a total of \$100,000.

Summary

Each year, all paratransit programs that receive Measure B funds are required to submit a paratransit plan and budget for the forthcoming fiscal year. The Alameda CTC provides estimated annual revenues to each paratransit program. The Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) is responsible for carefully reviewing all Measure B Paratransit Program Claims for funding. PAPCO also has the responsibility to determine the distribution of up to \$100,000 in Minimum Service Level Grants (MSL). PAPCO's job with respect to program plan review is not to reinvent individual programs, but rather to encourage the best overall service in the County through coordination, a focus on cost effectiveness, ensuring consumer involvement and offering their own experiences for making programs more responsive to consumer needs. PAPCO reviews all applications and makes recommendations to the Commission for funding. Attachment A includes a detailed summary of PAPCO's recommendations for these programs.

Background

PAPCO members reviewed all thirteen Measure B program plan claims for fiscal year 2011/12 over a period of three meetings (two subcommittee meetings and the May PAPCO meeting). PAPCO members were asked to sign up for up to two review meetings. A few members attended both meetings to increase their understanding of the diversity of programs in the County. Following a brief presentation by each program manager – including an overview of their program, budget highlights, planning process overview, and challenges faced by the program – each PAPCO Subcommittee made comments/suggestions to the individual program managers and made a recommendation for approval which was forwarded to the entire PAPCO on May 23. It is estimated that funding for these programs in FY 11/12 will result in approximately 973,000 rides for paratransit users in Alameda County.

At PAPCO's May 23rd meeting, members approved all city-based program plans and base funding, requested quarterly updates from the Cities of Alameda and Hayward, approved a \$75,000 Minimum Service Level Grant for the City of San Leandro, and approved a \$25,000 Minimum Service Level Grant for the City of Oakland. Attachment A provides a description of each of the plans, and includes the PAPCO subcommittee comments.

Fiscal Impacts

These recommended actions will authorize implementation of 13 paratransit programs in Alameda County for \$8.95 Million and two Minimum Service Level Grants for a total of \$100,000. The combined impact of these approvals is \$9.05 Million from Special Transportation for Seniors and People with Disabilities funds.

Attachment

Attachment A: Paratransit Program Plans and Budgets Summary

Measure B Paratransit PAPCO Program Plan Review

Fiscal Year 2011/12

The table below summarizes PAPCO's recommendation to the Commission for Measure B paratransit claims for fiscal year 2011/12 for base funding and Minimum Service Level (MSL) grants. Programs whose services fell below PAPCO-defined Minimum Service Levels were eligible to apply for MSL grants.

Detailed comments were made by PAPCO members regarding each program. Please see the next section of this document for a summary of their comments.

Paratransit Programs Approved May 2011	Measure B Funding Allocation FY 11/12	MSL Request FY 11/12	MB % of Total Budget FY 11/12*	Total Projected Rides FY 11/12	Total Projected Meals Delivered FY 11/12	Total Projected EBP tix Purchase FY 11/12
City of Alameda	\$145,742		100%	12,300		250
City of Albany	\$25,555		100%	4,070	1,100	
City of Berkeley	\$169,460		59%	9,540		1,500
City of Emeryville	\$22,426		14%	7,300	20	500
City of Fremont	\$652,493		100%	18,500	54,000	
City of Hayward	\$630,950		97%	19,913	55,629	625
City of Newark	\$141,789		93%	4,200	12,000	
City of Oakland	\$868,385	\$25,000	86%	27,200		
City of Pleasanton	\$79,873		15%	16,000		
City of San Leandro	\$243,066	\$75,000	75%	8,772		
City of Union City	\$258,510		33%	20,000		
East Bay Paratransit	\$5,591,716**		16%	779,661		
LAVTA	\$128,699		9%	45,600		
TOTALS	\$8,958,664	\$100,000		973,056	122,749	2,875

* Programs may also receive funding from fares, General Fund, and other sources

** AC Transit allocated \$4,111,848 and BART allocated \$1,479,868

PAPCO Recommendation Process

PAPCO members reviewed all Measure B program plan claims for fiscal year 2011/12 over a period of three meetings (two subcommittee meetings and the May PAPCO meeting). PAPCO members were asked to sign up for one or two review meetings. A few members attended both meetings to increase their understanding of the diversity of programs in the County. Following a brief presentation by each program manager – including an overview of their program, budget highlights, planning process overview, and challenges faced by the program – each PAPCO Subcommittee made comments/suggestions to the individual program managers and made a recommendation for approval which was forwarded to the entire PAPCO on May 23.

April 29, 2011

The following PAPCO members were present:

- Larry Bunn
- Shawn Costello
- Jane Lewis
- Betty Mulholland
- Rev. Carolyn Orr
- Sharon Powers
- Vanessa Proee
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Clara Sample
- Harriette Saunders
- Will Scott
- Sylvia Stadmire

The following Paratransit Program plans were presented:

- City of Alameda, *Gail Payne*, presenter
- City of San Leandro, *Joann Oliver*, presenter
- City of Oakland, *Hakeim McGee*, presenter
- City of Emeryville, *Kevin Laven*, presenter
- City of Pleasanton, *Pam Deaton*, presenter
- Livermore Amador Valley Transit Authority, *Jeff Flynn, Kadri Klm*, presenters

May 2, 2011

The following PAPCO members were present:

- Aydan Aysoy
- Larry Bunn
- Shawn Costello
- Herb Hastings
- Betty Mulholland
- Rev. Carolyn Orr
- Vanessa Proee
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Clara Sample
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Maryanne Tracy-Baker
- Esther Waltz
- Hale Zukas

The following Program Plans were presented:

- East Bay Paratransit, *Laura Timothy, BART and guest, Mark Weinstein*, presenters
- City of Berkeley, *Drew King, and guest, Beverly Bolden*, presenters
- City of Albany, *Isabelle Leduc*, presenter

- City of Hayward, *Anne Culver*, presenter
- City of Union City, *Wilson Lee*, presenter
- City of Newark, *David Zehnder*, presenter
- City of Fremont, *Shawn Fong*, presenter

Overall Trends Noted by Committee Members and Staff:

- Concerns with reciprocal eligibility and regional trips
- Interest in more population data

On **May 23, 2011**, the full PAPCO Committee reviewed recommendations from the PAPCO Program Plan Review subcommittees and moved on all subcommittee recommendations.

A motion to approve the subcommittee recommendation on base program and Minimum Service Level funding was made by Will Scott and seconded by Shawn Costello. The recommendation included approval of base funding for all programs and conditional approval for the Cities of Alameda and Hayward. The condition for the City of Alameda's approval is in-person quarterly reporting to address remaining budget reserves. The conditions for the City of Hayward's approval is in-person quarterly reporting and Alameda CTC staff approval of "new" programs – including shuttle, taxi program, travel training, EBP tickets, capital purchase of scrolling signs, and new elements of customer service and outreach budget. The motion was carried unanimously.

The following PAPCO members were present:

- | | |
|-----------------------|-----------------------------|
| • Aydan Aysoy | • Carmen Rivera-Hendrickson |
| • Shawn Costello | • Michelle Rousey |
| • Jane Lewis | • Clara Sample |
| • Jonah Markowitz | • Will Scott |
| • Betty Mulholland | • Sandra Johnson Simon |
| • Rev. Carolyn M. Orr | • Sylvia Stadmire |
| • Sharon Powers | • Esther Waltz |
| • Vanessa Proee | • Hale Zukas |

City of Alameda – Measure B Claim for FY 11/12 is \$145,742

Overview of Services provided for application year

- Taxi program
- Shuttle
- Group Trips
- EBP Tickets
- Capital purchases (benches, signs)

PAPCO's Comments:

- Continue doing a good job.
- Doing better and looking at the whole community.
- Still concerned about reserves.

- Quarterly updates are still requested.
- Program improving.

Subcommittee Recommendation:

Betty Mulholland made a motion for full funding; Shawn Costello seconded the motion; the motion did not carry (4 yes/7 no). Sylvia Stadmire made a motion for full funding with a condition of quarterly reporting; Michelle Rousey seconded the motion; the motion passed (9 yes/2 abstain).

City of Albany – Measure B Claim for FY 11/12 is \$25,555

Overview of Services provided for application year

- Taxi program
- Shuttle
- Group Trips
- Meal delivery
- Gap Grant funded walking trips

PAPCO's Comments:

- Like program and city as a whole.
- Glad you are delivering meals and getting van to outer areas.
- Program moving along nicely.
- Glad van works 5 days a week.
- Impressed with meals program.
- Like that program addresses whole person.
- Like group trips.
- Like integration efforts and adaptability.
- Like personal help at door.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for full funding; Herb Hastings seconded the motion; the motion passed unanimously.

City of Berkeley – Measure B Claim for FY 11/12 is \$169,460

Overview of Services provided for application year

- Taxi program
- Wheelchair van program
- EBP Tickets

PAPCO's Comments:

- Please explore reciprocal communication and eligibility.
- Please make sure financial information is submitted correctly.
- Appreciate your efforts.

- Like program; supports outreach to minorities.
- Like to see more information on 95% on-time performance.
- Encourage consideration for issues of wheelchair riders.
- Like thoroughness of driver training.
- Commends commitment to keeping program going in trying times.
- Surprised at reserves.
- Excellent program.
- Hope city doesn't stop programs at West Berkeley senior center.
- Berkeley looks after citizens well, especially disabled.
- Good programs, appreciates work for seniors and disabled in maintaining independence.

Subcommittee Recommendation:

Maryanne Tracy-Baker made a motion for full funding; Larry Bunn seconded the motion; the motion passed unanimously.

City of Emeryville – Measure B Claim for FY 11/12 is \$22,426

Overview of Services provided for application year

- Taxi program
- Group Trips
- EBP Tickets
- Meal delivery
- Gap Grant funded Shuttle

PAPCO's Comments:

- Improving every year.
- Has come a long way, nice to see city involvement.
- Commends program.
- Doing a good job, keep improving.
- Program on right track.
- Would like to see assistance to agencies in other jurisdictions, we like that group trips are open to other cities.
- Would like to see a consumer survey.
- Look into reimbursement costs from more partners.
- Wish more cities had open eligibility (Emeryville allows non-residents to pay for Senior Center membership, thus giving them access to group trips, but not taxi).
- Might try group trips.
- For survey-consider accessibility for blind or low vision.

Subcommittee Recommendation:

Vanessa Proee made a motion for full funding; Clara Sample seconded the motion; the motion passed unanimously.

City of Fremont – Measure B Claim for FY 11/12 is \$652,493

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Group Trips
- Meal delivery
- Gap Grant funded Travel Training
- Gap Grant funded Volunteer Driver program
- Gap Grant funded taxi program

PAPCO's Comments:

- Numbers match.
- Plan is always perfect.
- Good job.
- Thorough presentation.
- Wished I lived in Fremont.
- Well written plan.
- Great program.
- Impressed by statistics.
- Proud of Shawn Fong.
- Love the focus on outreach.
- Commendation on fast certification and consumer assistance with languages.

Subcommittee Recommendation:

Larry Bunn made a motion for full funding; Sylvia Stadmire seconded the motion; the motion passed unanimously.

City of Hayward – Measure B Claim for FY 11/12 is \$630,950

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Shuttle
- Group Trips
- EBP Tickets
- Meal delivery
- Taxi program
- Travel Training
- Capital purchases (scrolling signs)

PAPCO's Comments:

- Very thorough presentation.
- Thank you for written responses for finance questions.

- Looking forward to new vision for Hayward.
- Glad you're paying attention to safety and coordinating with nearby services.
- Appreciates free fares.
- Appreciates 55 age limit.
- Would like to see you work with the Hayward PAC more in the future.
- Sounds like a great program.
- Good format.
- Not sure of "cultural competency" terminology
- Monitor open ridership on shuttle.
- Like idea of silent radios.
- Still like to see emergency plan.
- Concerned about shuttle coverage.
- Found some answers unconvincing.
- Make sure whole community is served.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for funding with a condition of quarterly reporting throughout the next fiscal year and that they work with staff to get approval on the new elements of their plan; Betty Mulholland seconded the motion; the motion passed unanimously.

City of Newark – Measure B Claim for FY 11/12 is \$141,789

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Meal delivery
- Gap Grant funded taxi program

PAPCO's Comments:

- Good job, continue improvements.
- Continue to move forward in outreach.
- Would like to see more info about community involvement.
- Still need a PAPCO appointee.
- Doing great, increase language capability.
- Please work with AC Transit to find underserved riders and fix path of travel.
- Please set up new vehicle with lift that goes over 600 lbs.
- Keep up the good work and outreach.
- Appreciates low administrative costs.
- Happy that senior center is reopening.

Subcommittee Recommendation:

Michelle Rousey made a motion for full funding; Esther Waltz seconded the motion; the motion passed unanimously.

City of Oakland – Measure B Claim for FY 11/12 is \$868,385

Overview of Services provided for application year

- Taxi program
- Wheelchair van program
- Gap Grant funded shuttle program

PAPCO's Comments:

- Wonderful job.
- Would like to see survey and possible program expansion.
- Would like to see eligibility from outside cities.
- Keep up the good work.
- Do a good job with what they have, shows wisdom.
- Impressed with new manager in the last few years.
- Any expansion should be in Oakland.
- There is a need to increase the number of ramped taxis.
- Admirable job in working with economy.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for full funding; Larry Bunn seconded the motion; the motion passed unanimously.

City of Pleasanton – Measure B Claim for FY 11/12 is \$79,873

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Gap Grant funded shuttle
- Gap Grant funded Volunteer Driver program

PAPCO's Comments:

- All sounds good.
- Keep up the good work.
- Encourage to work with disabled between 18 and 65.
- Would like to see more cooperation with other tri-valley providers.
- Good job.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for full funding; Sharon Powers seconded the motion; the motion passed unanimously.

City of San Leandro – Measure B Claim for FY 11/12 is \$243,066

Overview of Services provided for application year

- Pre-scheduled door-to-door program for medical trips
- Shuttle

PAPCO's Comments:

- Good job.
- Please coordinate with Hayward shuttle.
- Please coordinate dropping the medical trips age eligibility from 75 to 65.
- Would like to see more door-to-door.
- Would like to see eligibility from outside cities.
- Would like to see taxi voucher program implemented, including accessible taxis.
- Liked financial portion of presentation.
- Flag down would be difficult for low vision riders (San Leandro's Flex shuttle will stop in between regular stops if an eligible rider "flags" them, the member wasn't sure how someone with low-vision would be able to do that).

Subcommittee Recommendation:

Carmen Rivera-Hendrickson made a motion for full funding; Larry Bunn seconded the motion; the motion passed unanimously.

City of Union City – Measure B Claim for FY 11/12 is \$258,510

Overview of Services provided for application year

- Pre-scheduled ADA door-to-door program
- Premium door-to-door program
- Gap Grant funded taxi program

PAPCO's Comments:

- Program is still good.
- Like presentation.
- Excellent program.
- Please note holiday options (Although Union City does not operate on certain holidays, East Bay Paratransit will provide service in their area on those days. The member did not see that in the program description).
- Hope you continue to work well with contractor.
- Like that you are using alternative fuels; you are an example.
- Grateful for program.
- Followed plan.
- Liked that you are participating in Tri-City Taxi program.
- Would like to see emergency same day service.
- Awesome, especially "green" initiatives.

- Paratransit takes up 20% of total costs, it is hard to believe that it takes up half of staff time.
- Great presentation, kudos.
- Please look into expanding Para plus geographically.

Subcommittee Recommendation:

Larry Bunn made a motion for full funding; Sylvia Stadmire seconded the motion; the motion passed unanimously.

East Bay Paratransit – Measure B Claim for FY 11/12 is \$5,591,716 (AC Transit allocated \$4,111,848 and BART allocated \$1,479,868)

Overview of Services provided for application year

- Pre-scheduled ADA door-to-door program

PAPCO's Comments:

- Still not seeing comment cards in vehicles.
- Would like to see better communication on regional trips through East Bay Paratransit.
- Dispatchers are very good with the volume of rides.
- Please fix vans (suspension).
- Would like to see clearer policy on ride time.
- Would like clarification on ¾ mile area around BART (especially Dublin).
- Is it possible to guarantee ride time of less than one hour?
- Glad that we have East Bay Paratransit as a resource and glad that we have door-to-door service
- Appreciates service and thinks paying fare is reasonable.
- Grateful for service and service area.
- Keep up the great work.
- Please take into consideration longer preparation time for wheelchair users.
- Would like to see regional trips make better use of Regional Eligibility Database (RED) (a Bay-area wide listing of all ADA-eligible riders)
- Please find solution to 600 lb limit.
- Please share eligibility info with other areas when requested more timely.
- Support strong use of RED and reciprocal rides/trips.
- Customer worthy vehicles.
- Love this service, comes through for me.
- Concerned with dispatchers and manifests.
- Include secondary contact info.
- You've come a long way.
- Please bring back secret rider program.

Subcommittee Recommendation:

Will Scott made a motion for full funding; Michelle Rousey seconded the motion; the motion passed unanimously.

Livermore Amador Valley Transit Authority (LAVTA) – Measure B Claim for FY 11/12 is \$128,699

Overview of Services provided for application year

- Pre-scheduled ADA door-to-door program
- New Freedom Grant funded taxi program

PAPCO's Comments:

- Record of public hearings.
- Clearer explanation of no shows and late cancellation policy.
- Next time with Program Plan Review application, include outreach efforts associated with major changes.
- Would like to see all committees work together more on major decisions.
- Would like to see anything related to Dial A Ride or ADA brought to WHEELS Accessible Advisory Committee in timely manner (even if a special meeting needs to be scheduled).
- Waiting to see how American Logistics Company change goes.
- Major decisions need to have early dialogue with all parties as soon as they are known.
- Really enjoyed hearing about program.
- Would like to hear back about changes.

Subcommittee Recommendation:

Will Scott made a motion for full funding; Harriette Saunders seconded the motion; the motion passed with one abstention.

Minimum Service Level Measure B Claims for FY 11/12 – City of Oakland \$25,000; City of San Leandro \$75,000

Subcommittee Recommendation:

Harriette Saunders made a motion to approve both requests for MSL grant funding; Shawn Costello seconded the motion; the motion passed unanimously.

This page intentionally left blank



Memorandum

Date: June 1, 2011

To: Programs and Projects Committee

From: John Hemiup, Project Manager

Subject: **I-80 Integrated Corridor Mobility (ICM) Project – Approval of Award of the Construction Contract for the San Pablo Corridor Arterial & Transit Improvement Project No. 6 (491.6)**

Recommendations

In support of delivering the I-80 ICM project staff recommends that the Commission take the following action:

1. Award the construction contract to Steiny & Company Inc. for the construction of the I-80 ICM San Pablo Corridor Arterial & Transit Improvement Project No. 6. Steiny & Co. Inc. was the lowest responsive and responsible bidder for the construction contract; and
2. Authorize the Executive Director to execute the construction contract with Steiny & Co. Inc. in an amount not to exceed \$9,212,000 which includes \$300,000 of Optional Bid Items. The construction contract amount will be included in the construction capital budget of \$11,137,000 which also includes budget for supplemental work, contract contingency and agency furnished materials.

Discussion

The I-80 ICM Project will reduce congestion and delays in the 20-mile I-80 corridor and San Pablo Avenue from San Francisco Oakland Bay Bridge Toll Plaza 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 San Pablo Corridor Arterial & Transit Improvement Project No. 6 will install traffic signal interconnect & synchronization, traffic signal upgrades, new traffic signals, electrical system upgrades, vehicle detection equipment, pedestrian push button, count-down pedestrian signals, closed circuit television (CCTV), arterial Changeable Message Signs (CMS), speed feed-back signs, Informational Message Signs (IMS), Emergency Vehicle Preemption (EVP), Transit Signal Priority (TSP), PG&E and AT&T service connections along the San Pablo Avenue corridor from the city of Oakland to the city of Hercules on both local and State Right-of-Ways.

The project was ready for advertisement in January 27, 2010.

On January 28, 2010 the Alameda County Congestion Management Agency Board authorized the former Executive Director to advertise San Pablo Corridor Arterial & Transit Improvement Project No. 6 for an estimated amount of \$21.7 million, for both construction & construction support, following California Transportation Committee (CTC) allocation of State Funds.

The California Transportation Commission (CTC) in January 2011 allocated \$21.4 million (\$13.976 million Construction and \$7.424 million Construction Support including System Manager & System Integrator) in Traffic Light Synchronization Program (TLSP) State Bond Funds for the construction phase of Project No. 6.

The Notice to Contractors requesting bids was issued March 23, 2011. A pre-bid meeting was held at the Alameda CTC offices on May 4, 2011.

The opening of bids was conducted on May 26, 2011 at the Alameda CTC offices and four (4) bids were received. The four (4) bids, and the comparison of the bids to the Engineers Estimate for construction work, are as follows:

Firm	Bid	Amount Under to Engineer's Estimate and % Comparison
<i>Engineers Estimate (EE)</i>	<i>\$11,124,190</i>	<i>0</i>
Steiny and Co., Inc. Vallejo, CA	\$8,911,613	(\$2,212,577) (20% below EE)
Republic ITS Fremont, CA	\$ 10,886,625	(\$237,565) (2% below EE)
Tennyson Electric, Inc. Livermore, CA	\$ 11,298,950	\$174,760 2% over EE
Econolite Traffic Anaheim, CA	\$ 11,626,406	\$502,216 5% over EE

The bid results are consistent with the current trend of low bids received on recently bid highway construction contracts. The project is 100% State Funded and therefore all bidders are required to meet the minimum Disabled Veteran Business Enterprise (DVBE) goal of 5% which all bidders complied with. Staff has received confirmation from the Engineer of Record, the Construction Manager and from Legal Counsel that Steiny & Company's bid for Project #6 is responsive and responsible.

The Notice of Intent to Award the construction contract for the I-80 ICM San Pablo Corridor Arterial & Transit Improvement Project No. 6 was sent to the apparent lowest most response and responsible bidder, Steiny & Co. Inc., and all other Bidders on May 27th. The Bid Protest Period commenced on May 27th and will end June 6th. If a written Bid Protest is received by the Alameda CTC during this period, staff will inform the Commission of the outcome.

The development of Project #6 Plan, Specification & Estimate, as well as the advertisement and award of the construction contract (A11-0026), was done in accordance with the Caltrans Local Assistance Procedures Manual (LAPM).

Fiscal Impacts

The Construction Capital Phase budget of \$11,137,000 will be funded through the Traffic Light Synchronization Program (TLSP) of the State Infrastructure Bond Program (Proposition 1B) and are included in the approved Alameda CTC budget for the I-80 ICM San Pablo Corridor Arterial & Transit Improvement Project No. 6 (491.6).

This page intentionally left blank



Memorandum

DATE: June 2, 2011

TO: Programs and Project Committee

FROM: Stephen D. Haas, Project Manager

SUBJECT: Westbound I-580 Express Lane Project (424.1) - Approval of Consultant Team to Provide Preliminary Engineering and Environmental Document and authorization to Execute a Contract

Recommendation

Staff recommends approval of the selection of the top-ranked team, led by URS Corporation (URS), to prepare Project Approval and Environmental Clearance Documents (PA&ED) and provide other necessary services for the completion of PA&ED in support of the I-580 Westbound Express Lane Project (Project) and authorize the Executive Director to execute a contract for these services in the amount of \$686,502.

Summary

The Project will convert the westbound (WB) high occupancy vehicle (HOV) lane to an express lane on I-580 in Alameda County from west of the Greenville Road Undercrossing in Livermore (PM R8.3) to west of the San Ramon Road / Foothill Road Overcrossing in Dublin / Pleasanton (PM 21.4), a distance of approximately 13.1 miles.

Westbound I-580 is expected to experience significant and increasing traffic congestion during the morning peak period. The conversion of the HOV lane to an express lane will maximize the efficiency of the HOV lane and help reduce congestion in the mixed flow lanes. Conversion will utilize proven technology, traffic engineering expertise, and the concept of dynamic pricing with the goals of more efficiently using existing roadway capacity to improve traffic flow in the corridor and of generating revenue in future years for other transportation and transit improvements in the corridor. Vehicles eligible to use the HOV lane will continue to use the I-580 WB express lane for free. Solo users who want a more convenient and reliable trip can choose to use the express lane for a fee. The fee will vary depending upon the traffic operating conditions in both the express lane and the mixed flow lanes. Two-axle, delivery-type trucks will also be allowed to use the new converted facility for a fee, but trucks with 3 or more axles will be excluded.

The selected firm will prepare the appropriate level of environmental document and perform preliminary engineering for the Westbound I-580 Express Lane.

Background

At the January 27, 2011 meeting, the Commission approved the issuance of an RFP for a consultant to prepare a Project Study Report (PSR) and provide other necessary services for the completion of a PSR in support of the I-580 WB Express Lane project. The RFP was released on March 14, 2011 with a due date of April 8, 2011. A mandatory pre-proposal meeting was held on March 25, 2011 and forty-three (43) firms attended. Three teams submitted proposals to the Alameda CTC by the due date of April 8, 2011. On April 20, 2011, interviews were held for all three teams who submitted proposals:

- the URS Corporation Team,
- the Parsons Team and
- the PB Americas Team

Collectively, including sub-consultants, these three teams represent 25 individual firms. After careful review of each proposal, and with consideration of the interview process, the team led by URS was determined to be the top ranked team for PSR services.

An experienced panel made up of representatives from the Metropolitan Transportation Commission (MTC, California Department of Transportation (Caltrans), City of Livermore and the Alameda CTC evaluated the proposals and participated in the interview process.

The top-ranked firm, URS Corporation, met the Underutilized Disadvantage Business Enterprise (UDBE) goal of 3.43% in compliance with federal-aid project rules. In addition, URS Corporation included significant local participation (see table below).

Name	LBE Participation (% of Dollars)	SLBE Participation (% of Dollars)	VSLBE Participation (% of Dollars)	Location
URS Corporation	70%			Oakland, CA
Illingworth and Rodkin, Inc.				
Transportation Infrastructure Group (SLBE)		21%		Pleasanton, CA
WRECO (SLBE)(UDBE)		4%		Oakland, CA
Total	70%	25%		

Following issuance of the RFP and in consultation with Caltrans it was determined that a PSR would no longer be required for the I-580 Westbound Express Lane Project. Caltrans recommended that the PSR, a planning level document, be skipped, that the project proceed directly to the environmental document phase. In accordance with Caltrans new policy for conversion of HOV lanes to express lanes, a combined Project Study Report/Project Report (PSR/PR) will be prepared in combination with a Categorical Exclusion (CE). Alameda CTC staff determined that the scope of work to prepare a PSR/PR with a CE is similar to the scope of work for preparing a PSR and that the team selected to prepare the PSR is equally qualified to prepare the PSR/PR with a CE and provide related services.

Staff's recommendation to the Commission is based on the conclusions of the selection panel. Staff is seeking approval of the selection of the URS Corporation team to provide project approval services for the Alameda CTC and the authorization to execute a contract in the amount of \$686,502. The schedule to execute a contract is as follows:

- Recommend Programs and Projects Committee approval of the selection of URS and authorization to enter into a contract – June 13, 2011
- Recommend Commission approval – June 23, 2011
- Contract Commencement – July 1, 2011

Fiscal Impact

The budget for these services is included in the Alameda CTC's Consolidated FY2011-12 proposed budget scheduled to go before the Commission in June, 2011.

This page intentionally left blank



Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee

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

SUBJECT: Approval of Amendment to the Sunol Joint Powers Agreement for I-680 Sunol Express Lanes (ACTIA No. 8)

Recommendation

It is recommended that the Commission approve an Amendment to the Sunol Joint Powers Agreement to reflect statutory changes and the transition from development to operations of the southbound I-680 Sunol Express Lane.

Discussion/Background

The statute that permitted the formation of the Joint Powers Authority (JPA) to administer high-occupancy toll lanes along I-680 in the Sunol Grade area, Streets and Highways Code section 149.5, has been revised to reflect the merger of the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency into the Alameda County Transportation Commission (Alameda CTC). The revisions to Streets and Highways Code section 149.5 also included other provisions related to the administration of the JPA.

The attached memorandum dated January 7, 2011 outlines some proposed revisions to the Sunol Joint Powers Agreement based on the statutory changes along with additional revisions related to the management and administration of the JPA. The memorandum was reviewed by the Sunol JPA at their January 10, 2011 meeting as an informational item. (Note: The attached memorandum also includes proposed changes to the JPA's Administrative Code which are not included in the recommended action since the Administrative Code is reviewed and approved by the JPA, not by the member agencies independently as is the case with the Joint Powers Agreement to which the member agencies are party.)

Fiscal Impact

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

Attachment

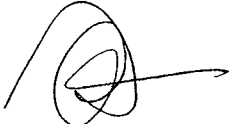

Attachment A: Memorandum dated January 7, 2011 from Legal Counsel

This page intentionally left blank

MEMORANDUM

January 7, 2011

TO: Sunol Smart Carpool Lane JPA Board

FROM: Pamela Schock Mintzer & Neal A. Parish  

RE: Proposed revisions to Joint Powers Agreement and Administrative Code

When the Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority ("Agreement") and the Administrative Code of the Authority ("Code") were initially drafted in 2005, it was anticipated that both documents would be revised once the Project was operational based on Project needs and the passage of time. Five years later, we find that both documents must be revised to account for revisions to the statutes enabling the Authority as well as practical requirements of the Authority now that the Project is operational. If the proposed revisions described below are conceptually approved by this Board, the first step is to have the Agreement revised by actions taken by the Alameda County Transportation Commission ("Alameda CTC") Board and the Santa Clara Valley Transportation Authority ("VTA") Board. These actions would then be followed by the adoption by this Board of the revised Code at the March Board meeting. The proposed revisions are summarized as follows:

Joint Powers Authority Agreement

Proposed Revisions Based on Statutory Changes

Streets and Highways Code section 149.5 as originally enacted permitted Alameda County Transportation Improvement Authority ("ACTIA"), Alameda County Congestion Management Agency ("ACCMA"), and the VTA to form a JPA to administer high-occupancy toll lanes on I-680 in the Sunol Grade area. In late 2010, to reflect the ongoing merger of ACTIA and ACCMA into Alameda CTC, Streets and Highways Code section 149.5 was revised to substitute Alameda CTC for both ACTIA and ACCMA. In addition, a clause requiring the statute and Project to sunset after four years of operation was removed, and a section was added that allows the Authority to issue bonds to finance construction and construction-related expenditures, and construction and construction-related expenditures that are included in the expenditure plan.

It is proposed that the Agreement be revised to reflect these revisions to Streets and Highways Code section 149.5.

Proposed Revisions to Clarify Other Terms and Provisions

Streets and Highways Code section 149.5 states that the Authority shall be called the Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA). Although we are forced to use this official name since it is contained in the underlying statute, we propose to revise the Agreement to reflect the fact that the commonly accepted name for the Authority is "I-680 Express Lane JPA."

The Agreement originally included provisions for the collection of fees and other charges from member agencies. These terms are no longer applicable under the operations of the Authority and thus we propose that these provisions be deleted.

The Agreement includes requirements for the election of the Board's Chair and Vice-Chair at the first meeting each year, in addition to requirements for adoption of resolutions regarding meeting dates and schedules. We propose that the Agreement be amended to build in some flexibility as to the timing of the election of the Chair and Vice-Chair, and to provide for the establishment of an annual meeting schedule without the need to adopt a resolution.

The Agreement as originally drafted assumed that the Managing Agency would provide most of the oversight for the project. We propose to revise the Agreement to account for the fact that these responsibilities are now shared between the Managing Agency and the Executive Director, based on the JPA Board's action authorizing the hiring of the Executive Director.

The Agreement includes the requirement for forming a "Management Advisory Committee." As discussed and authorized at the November joint meeting of the JPA Board and the I-580 PAC, this committee has been replaced with a Technical Advisory Committee that will provide input for both the I-580 and I-680 Express Lanes. We propose to revise the Agreement to reflect this action by the Board.

Administrative Code

Proposed Revisions Based on Statutory Changes

As with the Agreement, we propose revisions to the Code based on the 2010 revisions to Streets and Highways Code section 149.5. These proposed revisions would include changes to the names of the member and managing agencies, would delete the sunset clause, and would give the Authority the ability to bond in certain circumstances. We also propose adding the ability to bond to the items that require a majority vote by the members of the Board.

Proposed Revisions to Clarify Other Terms and Provisions

Streets and Highways Code section 149.5 requires the Authority to establish fee structures and traffic flow guidelines. These requirements were initially included in the Code as requiring a majority vote of the Board, regardless of how many members were actually present at the meeting in question. Now that the Project is operational, and given the dynamic pricing model being used for the Express Lane, we propose to delete the voting requirement for these items from the Code.

As with the Agreement, the Code includes requirements for the election of the Board's Chair and Vice-Chair, in addition to requirements for early determination of meeting dates and schedules. We propose that the Code be amended to build in some flexibility as to election of Chair and Vice-Chair, and establishment of an annual meeting schedule.

We propose to revise the Code to reflect the change from the I-680 specific "Management Advisory Committee" to a Technical Advisory Committee for both I-580 and I-680, as discussed above.

We propose to revise the Code to account for the fact that the oversight activities for the JPA are now shared between the Managing Agency and the Executive Director, based on the JPA Board's action authorizing the hiring of the Executive Director, as discussed above. Similarly, we propose to specifically revise the Code to account for the delegation of powers to the Executive Director, as previously authorized by the Board.

The Code originally included terms that could allow the collection of fees and other charges from member agencies. These terms are no longer applicable under the operations of the Authority and thus we propose that these terms be deleted.

In accordance with the Board's action at the November meeting regarding the "auditor" required by Government Code sections 6505.5 and 6505.6, we propose revising the Code to clarify that this is purely and "Internal Auditor," and is distinct from the external auditor the is also required.

We propose revisions to the Code to clarify the terms of meeting compensation.

We propose to revise the Code to allow the Board, as part of the budget process, to establish a financial reserve for the Project to use for equipment replacement and other Project needs.

cc: Frank R. Furger

This page intentionally left blank



Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee

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

SUBJECT: **Authorization to Execute an Agreement with the I-680 Sunol Smart Carpool Lane Joint Powers Authority for the Funding and Implementation of the I-680 Sunol Express Lanes (ACTIA No. 8)**

Recommendation

It is recommended that the Board authorize the Executive Director, or a designee of the Executive Director, to execute an agreement with the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) to establish procedures and requirements for the Alameda County Transportation Commission (Alameda CTC) to provide funding and/or resources to the Sunol JPA for the implementation (project development, construction, and operation) of the I-680 Sunol Express Lanes Project (ACTIA 8).

Discussion/Background

Prior to the formation of the Alameda CTC, the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACCMA) were both member agencies to the Sunol JPA. In addition to their roles as member agencies, the ACCMA took the lead on the implementation of the southbound I-680 Sunol Express Lane and ACTIA provided Measure B funding for the delivery of the Measure B Expenditure Plan project (ACTIA 8). The relationship between the ACCMA and ACTIA was typical of the relationship between a project sponsor and a funding agency, i.e. the sponsor incurs eligible costs and requests reimbursements from the funding agency. Prior to the express lane was put into operation and revenue collection, the project development, including system management and integration, and the construction were funded by a mix of federal, state and local sources including Measure B.

Since the merger of the ACCMA and ACTIA to the Alameda CTC, statutory changes have been made to reflect the new organization of the Sunol JPA. The Joint Powers Agreement is in the process of being revised to reflect the statutory and some administrative changes related, in part, to the transition from project development and implementation, being funded by grants, to operations (southbound only at this time) being funded by the Sunol JPA's operating revenue stream. Until this transition is complete, the Sunol JPA continues to rely on the Alameda CTC for funding and/or resources such as consultant services and staff time. In order to make Measure B or other grant funding for which the Alameda CTC is the recipient agency available to the Sunol JPA, whether it be for a consultant or contractor under contract to the Alameda CTC, for Alameda CTC staff time,

or for a consultant or contractor under contract to the Sunol JPA, the Alameda CTC needs to establish a mechanism by which funds and/or resources are made available to the Sunol JPA. The recommended agreement is that mechanism which is intended to pass through adequate financial controls to the Sunol JPA for the Alameda CTC to fulfill its obligations as recipient agency for any grant funding expended on the I-680 Sunol Express Lanes Project.

In addition, acting essentially as a pass-through agency for non-Measure B grant funding, the Alameda CTC will be responsible to the agency providing the grant funding for ensuring the expenditure of the grant funding is compliant with any requirements or provisions attached to the grant funding such as eligibility, reporting, timely use of funds, etc. The agreement between the Alameda CTC and the Sunol JPA for the funding and implementation of the I-680 Sunol Express Lanes Project will set the requirements for the Sunol JPA to submit written requests to the Alameda CTC for specific funding and/or resources to be made available. The individual requests will be considered by the Alameda CTC at regular meetings and recommendations for approval will be based on the Alameda CTC staff review of the requests and confirmation that any requirements for the funding to be passed through will be satisfied.

Fiscal Impact

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



Memorandum

DATE: June 6, 2011

TO: Programs and Projects Committee

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

SUBJECT: Approval of Measure B Allocation for Preliminary Right of Way Activities for the Dumbarton Rail Corridor Project (ACTIA 25)

Recommendations

It is recommended that the Commission authorize the following actions related to the Dumbarton Rail Corridor Project (ACTIA 25):

1. Allocate \$150,000 of Measure B funds; and
2. Authorize the Executive Director, or designee of the Executive Director, to negotiate and execute a funding agreement with the Metropolitan Transportation Commission (MTC) to secure matching funds for the Measure B funds allocated; and

Summary

The Dumbarton Rail Corridor Project (DRC) is currently in the Preliminary Engineering and Environmental Studies phase. The current funding plan for the DRC shows a significant shortfall and the project plays a significant role in the ongoing discussions related to long range planning such as the Countywide Transportation Plan update and the development of a Transportation Expenditure Plan for a future sales tax measure. A project phasing plan has been identified which involves establishing interim bus service to build ridership in the corridor, and to develop a right of way acquisition plan for the DRC. The Measure B funds recommended for allocation would match an equivalent amount of Regional Measure 2 (RM2) funds allocated by the MTC for the development of the right of way acquisition plan. The Alameda CTC will take the lead on developing the right of way acquisition plan and therefore will need a funding agreement with MTC to secure reimbursement of the RM2 share of eligible costs.

Discussion/Background

The Dumbarton Rail Corridor Project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. Current cost updates for the project put the estimated cost in the \$700 - \$820 million range with approximately \$350 million of funding identified but not secured.

The Commission recently approved extensions to the Measure B 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.

Fiscal Impact

Approval of the recommended action will make \$150,000 of Measure B funds available for encumbrance and subsequent expenditure for eligible project costs.

October 7, 2010

Valeria Heusinkveld, Environmental Branch Chief

Attn: Oliver Iberien

Department of Transportation, Office of Environmental Analysis MS 8B

111 Grand Ave

Oakland, CA 94623

RE: Niles Canyon Safety Project DEIR/EA [02-ALA-84 PM 13.6 to 18.0]

Dear Ms. Heusinkveld:

After reviewing the proposed project documentation and the presentation to the Fremont City Council, the City of Fremont has great concerns about the environmental impacts of the project and the purpose and need for the project as identified in the EA/DEIR. The City requests that additional information regarding the purpose and need, a new project alternative, and potential environmental impacts be included in a revised EA/DEIR and have the document recirculated for public comment.

Purpose and Need

A combination of accident data and forecasted traffic increases has been presented by Caltrans staff for the stated purpose and need of the project. The most recent information presented by Caltrans to the City Council focused on head-on collisions. Additionally, Caltrans mentioned future traffic volumes as a reason to pursue the proposed project improvements. The purpose and need requires specific and clear articulation of the rationale and disclosure of the supporting facts for proceeding with the project. In addition to documentation of accidents, the projected future operation and capacity of the roadway needs to be included for proper context of the need. The information supporting the purpose and need requires additional support.

Page 1-5: Tables 1.1 and 1.2 show the accident rate data and accident type data between January 1, 2002 and December 31, 2004. The sentence below Table 1.2 states that the accident rates between January 2005 and December 2007 dropped below the statewide average. Please provide tables similar to Tables 1.1 and 1.2 for the three-year period between January 2005 and December 2007. It would also be beneficial if you could provide accident data for the past two years.

How does the accident rate for the period between January 2005 and December 2007 compare to the accident rate between January 1, 2002 and December 31, 2004? If there is an improvement in the accident rate, what could be attributed to the reduction in accidents?

The accident analysis should identify the number of accidents involving trucks. In its presentation to the Fremont City Council, Caltrans stated that trucks represent 2.5% of the



average daily traffic in Niles Canyon, yet were involved in 38% of the collisions. Since this is a safety project, the analysis should evaluate if the prohibition of trucks on Niles Canyon Road will reduce the accident rate. The City of Fremont is interested in initiating the process of prohibiting trucks on Niles Canyon Road to help improve safety. The adopted 2007 Scenic Corridor Protection Plan includes Policy 2a and Implementation Measure 2a.2 to pursue restriction of certain truck types.

The accident analysis should also include the types of accidents involving unsafe speeds, discussion about the requirement (for speed radar enforcement) for an engineering speed limit survey to determine if the speed limit should be changed, and mitigation measures for controlling excessive speeding.

Future Accident Performance

The current analysis of the project relies upon an unsupported statement that the improvements will not change the posted speed of the road or capacity of the road and that the purpose and need will be satisfied by the project. The City's opinion is that if the road is widened uniformly to Caltrans highway standards, it will encourage greater vehicle speeds. Numerous studies have shown that as drivers feel safer and more comfortable on wider roads, their speeds increase. Caltrans assumption that vehicle speeds will not increase even with substantial road widening, is contrary to normal traffic behavior. The document does not include supporting information about why traffic speeds or number of vehicles will not increase with the improvements and if they do whether the potential reductions in accidents by the project would be negated with increased speed and vehicle trips.

Project Alternatives

Page 1-5, Section 1.3.1.1: The project proposes to widen the existing highway section by up to 18 feet to accommodate construction of a 2-foot soft median barrier, one 12-foot lane in each direction, and a standard 8-foot shoulder. Eighteen feet of widening to a designated scenic highway is substantial and will cause significant adverse impact to the visual/aesthetic quality of the highway, as noted in the EA/DEIR. Additional alternatives with a limited physical footprint compared to the proposed project are reasonable and should appropriately be considered as there was no alternative design considered originally. The City of Fremont asks that project include two additional alternatives. The first additional alternative is a completely new alternative of minimized road widening restricted to specific areas. A second option is to emphasize non-widening improvements using design measures of only soft medians buffers ("barriers") in lieu of complete widening and/or the potential elimination of trucks.

A complete project alternative that is truly a context sensitive design must be considered for this project. The proposed project uses the term context sensitive to discuss treatments of the project improvements and mitigations, but does not use the term in a holistic manner that considers the true context of the project location as a scenic highway in a natural canyon. A true context sensitive design would look to limit the physical intrusions of safety improvements rather than trying to insert standard shoulder and lane widths uniformly throughout the project area without

regard to the size and extent of the physical improvements required to achieve them. An alternative with selective and minimal improvements may improve overall safety without the significant impacts to the scenic character of the project area. The design should consider minimum widening in selective areas based on minimum Caltrans standards of four feet for bicycle lanes and where a limited retaining wall height of no more than three feet could facilitate widening. The improvements would not be uniform throughout the corridor, but would provide incremental improvements that do not have the same degree of impacts as the proposed project, yet will result in a safer route.

A design measures alternative should consider means of reducing accidents without substantial road widening. The idea of truck limitations was discussed in the previous section under Purpose and Need. The current limitation of hauling of hazardous materials should be recognized as a policy choice for a state highway that has capacity and safety limitations. Furthering limiting trucks for safety concerns is reasonable. The DEIR/EA should state the number of through trucks that travel on this highway segment. Is it feasible, or even preferable, to have trucks use State Route 238 and I-680 to reach many of the actual truck destinations in the area? The extent of limited through trucks may be a practical alternative and have benefits to California Highway Patrol for better enforcement of load restrictions at existing I-680 truck scales that can be bypassed by taking State Route 84.

An additional design element consideration could focus on median barriers. There are existing two-foot soft median barriers in some portions of Niles Canyon Road. There should be a discussion in the EIR about their effectiveness and justification for additional installation of the soft median barriers in the remaining portions of Niles Canyon Road. It's presumed that if soft medians are effective in reducing over centerline head-on collisions, that implementation of more barriers would not require substantial road widening and retaining walls as described for the proposed project, thereby minimizing impacts of the project.

Environmental Impacts

The EA/DEIR does appropriately conclude that the roadway improvements and the installation of tall retaining walls will be an intrusion into the scenic corridor and will be a significant impact. The association of the viewer with the scenic surroundings will undoubtedly be diminished. The final determination will be that these impacts are significant and unavoidable as the exceptional natural and rural character of the canyon drive is changed to that of standard highway that uses contemporary retaining walls to close in and confine the views of the canyon.

The City of Fremont does take exception that the full range of significant impacts is not characterized properly by the EA/DEIR.

Page 2-5: Section 2.1.1.3 The Fremont Municipal Code standards of the 2002 Hill Initiative are acknowledged but not appropriately applied. The intent of Fremont's Hill Initiative is to protect visual resources overall, not just in the context of the residential development. Grading and structures are subject to its policies and standards. In this instance, the retaining walls are elements that the City would consider subject to the standards of the Hill Initiative. The walls

exceed the 3-foot height limitation and cause conflict with the visual resource protections measures of the Hill Initiative. Due to the substantial linear footage of walls and effects on views, this inconsistency is a significant impact.

2.1.2 Visual Aesthetics The likelihood of graffiti on the large retaining walls has not been addressed by the EA/DEIR. The large walls are likely to create an attractive nuisance for graffiti that is unlikely to be a maintenance priority of the State and likely to remain in place for long periods of time. This is an outcome of the project that will further degrade the scenic character of the area even if view of hilltops still remain above the new retaining walls. The combination of ground level impacts to viewers by removing natural landscape and terrain and likely blight caused by graffiti that will ruin the association of the viewer with the immediate surroundings does not meet the intent of a designated Scenic Highway. Reducing retaining wall heights is critical to mitigating the project impacts.

2.1.3 Cultural Resources As testimony was provided at the City Council presentation in September it became evident that localized areas of historic significance were not considered in regards to the contributions to silent filmmaking and patterns of development influencing the nearby town of Niles. Based on public testimony the entire length of the highway could be considered a historic cultural landscape, not just a collection of individual historic resources as currently portrayed in the EA/DEIR. What consideration has been given to the area as a cultural landscape with the natural aspects of Alameda Creek, the Sunol Aqueduct, the engineering features of the railroad, the railroad itself, and the cultural value of the area in historic film making? We also disagree with the finding of de minimis impacts under Section 4 (f). There may be impacts to historic resources, such as removal of tree stand and views of hills as a backdrop to local significant events and the area overall as a cultural landscape associated with broad patterns of development of Niles.

The City finds that the many unanswered issues about the project, and alternatives to the project, require further project refinement and responses to questions. The revised project should be recirculated for public comment. The City of Fremont believes the current project's significant impacts are overwhelming for the degree of improvements that are proposed. We are interested in a design alternative that can improve safety without such intrusive impacts on the scenic character of Niles Canyon.

Sincerely,



Fred Diaz,
City Manager

c: Harvey Levine, City Attorney
Jim Pierson, Transportation and Operations Director
Jeff Schwob, Planning Director

May 11, 2011

Honorable Jerry Brown
State Capitol, Suite 1173
Sacramento, CA 95814

RE: Urgent Need to Intervene on Caltrans Project in Niles Canyon

Dear Governor Brown:

I am requesting your intervention to reduce the extreme environmental impacts of a Caltrans project that is destroying the natural environment and the beauty of the State Scenic Highway in Niles Canyon (State Route 84) in southern Alameda County. Caltrans' so-called Niles Canyon Safety Improvement Project will have numerous unrecoverable environmental impacts including the removal of nearly 550 large native trees, installing over 60,000 square feet of huge upslope retaining walls, scarring the pristine canyon walls, and installing over 25,000 square feet of large down-slope retaining walls, filling the beautiful and sensitive Alameda Creek channel gorge. Almost 100 of these large trees have already been removed and the visual impacts are shocking.

Caltrans' three phase, \$80 million Niles Canyon project will widen this steep canyon roadway by up to 18 feet merely to accommodate Caltrans standard 8-foot shoulders, allegedly to improve the safety of the roadway. However, Caltrans' accident data does not support these improvements. From the data provided, it appears that in most years this stretch of State Route 84 is actually safer than the statewide average for similar state highways; yet, despite the pleas of the City and the community, Caltrans proposes to push ahead with this devastating project when there are many other state routes that are much less safe, yet can't be improved due to lack of funding. If Caltrans would revise this project to use a more context sensitive design, minimizing the environmental impacts, it could greatly reduce the cost of this project and the remaining funding could be transferred to much more deserving state safety projects.

Caltrans data has shown that trucks using this highway are involved in a significantly higher rate of accidents than their numbers would suggest. Therefore, the Fremont City Council is taking the lead on initiating the process to ban trucks in Niles Canyon. Such a ban would greatly improve the safety of the Canyon with no impacts on the natural environment. If Caltrans were required to stop the project until this ban is in place it could then consider the safety improvements of the truck ban and reevaluate the project.

Another issue that I want to bring to your attention is Caltrans' blatant disregard for getting input from the public on this project. The Phase 1 project, which in itself has major environmental impacts, was approved using a questionable environmental document. The City of Fremont has no record of receiving an opportunity to comment on this document and only received notice of the Phase 2 EIR when the comment period was



Governor Jerry Brown
May 11, 2011
Page 2

extended. The communities of Niles and Sunol, as well as several environmental groups, are outraged by the lack of notice and opportunity to provide input on this project before Caltrans awarded its first construction contract. The lack of opportunity for public input has resulted in Senator Corbett and Assemblymember Wieckowski scheduling several community meetings on this project to force Caltrans to meet with the community.

In addition to its beauty and sensitive environment, this state designated Scenic Highway is the route of the original transcontinental railroad where historic train service is still provided on the Niles Canyon Railway. This canyon is also part of the state's silent filmmaking history where Charlie Chaplin filmed several of his classic films with many of the trees slated for removal clearly seen in the films.

Niles Canyon is a state treasure that must be protected from Caltrans' devastating project. The City of Fremont, the citizens of our community and of the community of Sunol all implore you to intervene on our behalf to stop Caltrans from proceeding with this project as designed and to require them to go back to the community, gather additional input and use that input to create a more context sensitive project that will maintain the amazing beauty and history of Niles Canyon and save money too.

Thank you for your consideration of this urgent request.

Sincerely,


Bob Wasserman
Mayor

cc: Congressman Stark
Lieutenant Governor Newsom
Senator Corbett
Assemblymember Wieckowski
Senator DeSaulnier, Chair, Transportation and Housing Committee
Vice-Chair Ghielmetti, California Transportation Commission
Commissioner Guardino, California Transportation Commission
Bimla Rhinehart, Executive Director, California Transportation Commission
Supervisor Lockyer
Supervisor Haggerty
Fremont City Council
Mayor Green and Union City Councilmembers
Cindy McKim, Caltrans Director
Bijan Sartipi, Caltrans District 4 Director
Susan Muranishi, County Administrator
Daniel Woldeesenbet, County Public Works Director
Fred Diaz, City Manager

W

MS. ADELINE J. WHITAKER
35822 Ruschin Dr.
Newark, CA 94560

RE: Stop Cal Trans destruction in Niles Canyon.

PPC Meeting 06/13/11

Agenda Item 4F

As a concerned citizen I strongly object to the further destruction and degradation of Niles Canyon and the Alameda Creek natural environment and habitat.

I was born in Niles and raised in the Centerville district of Fremont. I have watched this whole area being developed and changed in the name of progress since the 1940's.

The Niles Canyon area is not only a historical canyon, being where the first western movies were made, but also one of the last natural areas in this area where you can take a leisurely drive without spending a fortune in gas to get there, or pay a huge fee to get in to. You can still see the different seasons there, smell the different seasons, and breathe.

Alameda Creek Fish Alliance has spent years trying to clean, clear and remove dam obstructions so that steel head fish, which were native to this creek, could once again return. Volunteers, labor, petitions, etc., and now Cal Trans wants to negate all this work and effort..NO! Keep Niles Canyon natural!

A high speed roadway through the canyon will cause more traffic, more congestion and more accidents.

A nearby example is the section of 84 that turns off 680 and cuts through, what once was a lovely drive, behind San Antonio Reservoir, to Livermore. Even though we had 580 Freeway and 680 Freeway, this road where once you could take your time and see wild flowers, coyote, wild turkey, etc. is now a (supposedly 55mph) speedway of 65 to 85 mph and more. It backs up when you turn off onto it from 680 and then becomes a race course for drivers stuck in the first part and turned loose. Dead animals lay along it's sides, and beware of doing the speed limit, as some jerk will try to force you off the road. Don't do this to Niles Canyon!

The environmental value, the wildlife habitat, the creek itself, the historical value, consider these, versus the negative, and stop the Cal Trans destruction. Use foresight, don't leave this to hindsight, when the damage is done and cannot be undone, as has happened in so many other areas. Save Niles Canyon!

Respectfully,

RECEIVED

JUN 02 2011

ALAMEDA CTC

Adeline Whitaker

Page 141

This page intentionally left blank