



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
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City of Berkeley
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Councilmember Suzanne Chan

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Councilmember Luis Freitas

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Mayor Jerry Thorne

City of San Leandro
Vice Mayor Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Programs and Projects Committee

Monday, September 9, 2013, 12-1:30 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

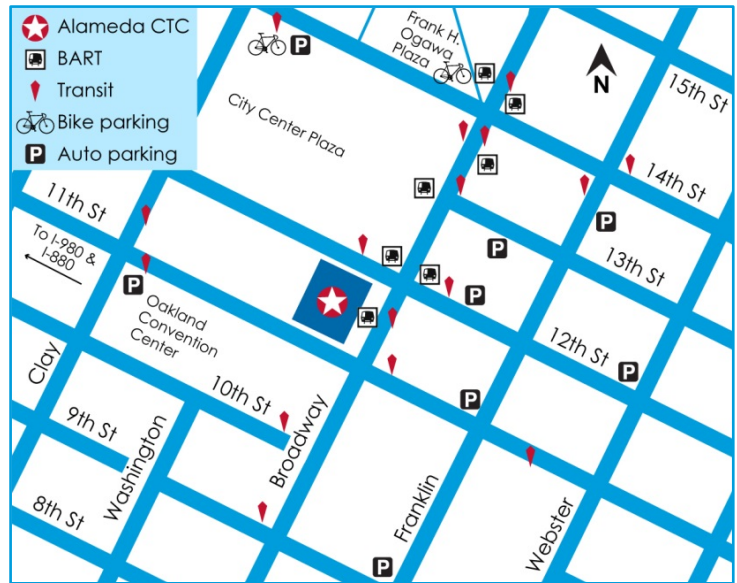
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Programs and Projects Committee Meeting Agenda Monday, September 09, 2013, 12 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Vice Mayor Larry Reid, City of Oakland

Vice Chair: Councilmember Suzanne Chan, City of Fremont

Commissioners: Ruth Atkin, Laurie Capitelli, Carol Dutra-Vernaci, Luis Freitas, Nate Miley

Ex-Officio Members: Scott Haggerty, Rebecca Kaplan

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [July 8, 2013 PPC Meeting Minutes](#)

1 A

Recommendation: Approve the July 8, 2013 meeting minutes.

5. Planning

5.1. [Alameda CTC Work Plan Activities and Implementation Timeline](#)

3 I

5.2. [Metropolitan Transportation Commission \(MTC\) Freeway Performance Initiative/Ramp Metering Implementation in Alameda County](#)

17 I

6. Programs

6.1. [Transportation Fund for Clean Air \(TFCA\) Program Final FY13-14 Program](#)

23 A

Recommendation: Approve the programming of \$90,000 of FY 13-14 TFCA for Alameda County's Fairmont Rd Class 2 Bike Lanes project, including a three-year TFCA expenditure period for the project.

6.2. [2014 State Transportation Improvement Program \(STIP\): Draft Regional Transportation Improvement Program \(RTIP\) and Interregional Transportation Improvement Program \(ITIP\) Candidates](#)

27 A

Recommendation: (1) Approve Draft list of projects to be programmed in the Regional Transportation Improvement Program (RTIP) of the 2014 State Transportation Improvement Program (STIP)
(2) Approve proposed ITIP candidate to be submitted to Caltrans.

6.3. [CMA TIP Exchange Program Policy](#)

47 A

Recommendation: Approve a policy that the Alameda CTC will withhold Measure B and/or VRF funds pass through funds when payments related to a fund exchange has not been made in a timely manner and the corresponding amendments to the Measure B and VRF Implementation Guidelines.

6.4. [Fiscal Year 2012-13 Annual Measure B/VRF Program Compliance](#)

61 I

[Workshop](#)

- 6.5. Transportation Expenditure Plan Update (Verbal) I

7. Projects

- 7.1. [Proposition 1B Bond Program Update and the California Transportation Commission August 2013 Meeting Summary](#) 63 I

- 7.2. [I-580 Express Lane Project \(RM2 Subproject 32.1f, APN 720.4/724.1\): Approve the Initial Project Report for MTC Allocation of Regional Measure 2 Funds](#) 69 A

Recommendation: Approve the Initial Project Report and Resolution 13 -009 to Request MTC allocation of Regional Measure 2 Funds for Construction of the I-580 Express (HOT) Lane Project.

- 7.3. [I-580 Corridor Improvement Projects \(Various\): Amendments to the Existing Cooperative Agreements and A New Cooperative Agreement with Caltrans](#) 89 A

Recommendation: Amend the existing Cooperative Agreements and enter into a new Cooperative Agreement to implement Change Order work for the I-580 Express (HOT) Lane Project (APN 720.4/724.1).

- 7.4. [I-880 Southbound High Occupancy Vehicle \(HOV\) Lane Project – Southern Segment \(PN 730.1\): Amendment to the Cooperative Agreement with Caltrans](#) 111 A

Recommendation: Amend the Cooperative Agreement with Caltrans to implement Change Order work for I-880/Marina Boulevard and Davis Street Improvements (PN 730.3 and 750.0).

- 7.5. [Various Projects: Amendments to Professional Services, Project Funding and Grant Agreements for Time Extensions](#) 119 A

Recommendation: Approve time extensions and authorize the Executive Director to execute amendments for requested time extensions to Professional Services, Project Funding, and Grant Agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

- 7.6. [I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project \(PN 717.0\): Amendment No. 5 to the Professional Services Agreement with RBF Consulting \(Agreement No. CMA A10-013\)](#) 123 A

Recommendation: Approve the amendment and authorize the Executive Director to execute Amendment No. 5 to Agreement No. CMA A10-013 with RBF Consulting to provide design services during construction (DSDC).

- 7.7. [Various Projects: Encumbrance Authorization for Construction Phase of Project](#) 125 A

Recommendation: Approve an increase to the construction encumbrance and authorize all contractual actions relative to the use of the authorized construction budget.

- 7.8. [Broadway-Jackson Interchange Improvement Project \(PN 610.0\): Formation of an AdHoc Committee](#) 129 A

Recommendation: Approve the formation of an Ad-Hoc Committee to guide the project through development.

8. Adjournment

Next Meeting: October 14, 2013

All items on the agenda are subject to action and/or change by the Commission.

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Programs and Projects Committee Meeting Minutes Monday, July 8, 2013, 12 p.m.

4.1

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted and a quorum was confirmed.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. June 10, 2013 PPC Meeting Minutes

4.2. California Transportation Commission June 2013 Meeting Summary

Commissioner Kaplan motioned to approve the consent calendar. Commissioner Dutra-Vernacci seconded the motion. The motion passed unanimously.

5. Programs

5.1. Transportation Fund for Clean Air (TFCA) Program FY13-14

Jacki Taylor recommended that the Commission approve the final fiscal year 2013-2014 TFCA Program. She stated that the program will provide \$1,428,821 in funding for Alameda County projects that reduce motor vehicle emissions. Jacki reviewed projects included in the program, programming deadlines, unprogrammed funding balances and TFCA process streamlining.

Commissioner Kaplan motioned to approve this item. Commissioner Dutra-Vernacci seconded the motion. The motion passed unanimously.

6. Projects

6.1. Route 84 Expressway Widening Project - South Segment (PN 624.2) : Resolution #13-008

Gary Sidhu recommended that the Commission adopt Resolution #13-008 agreeing to hear resolutions of necessity should an eminent domain action be required to acquire property for construction of the Route 84 Expressway Widening - South Segment Project. Gary stated that this recommendation required a four-fifths affirmative non-weighted vote by the Commission.

Commissioner Haggerty wanted to know if the properties listed were needed for the construction phase only or for permanent acquisition. Gary stated that there is a combination of uses for the various types of land that will be acquired through the process.

Commissioner Haggerty wanted a description of the type of properties that the Alameda CTC would attempt to acquire throughout this process. Mr. Sidhu stated that the Alameda CTC is attempting to acquire approximately nine easements for

construction in addition to other properties. Art Dao stated that staff would provide a property map, description and listing of ownership of each property to the full Commission in July.

Commissioner Capitelli motioned to approve this Item. Commissioner Freitas seconded the motion. Commissioner Atkin opposed the motion. The motion passed 7-1.

6.2. I-580 Express (HOT) Lane Project (APN 720.4 and 724.1): Amend the Professional Services Contract with Electronic Transaction Consultants Corporation for Systems Integrator Services

Gary Sidhu recommended that the Commission Authorize Executive Director to take all necessary contractual actions to retain Electronic Transaction Consultants Corporation as the Systems Integrator Consultant for the project. Mr. Sidhu reviewed the various options and provided information on each option. He then stated that Staff recommends option 3 which would require authorizing the Executive Director to take all necessary contractual actions to retain Electronic Transaction Consultants Corporation as the Systems Integrator Consultant for the project.

Commissioner Kaplan motioned to approve this Item. Commission Dutra-Vernaci seconded the motion. The motion passed unanimously.

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

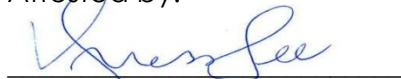
9. Adjournment/ Next Meeting

The meeting adjourned at 12:29 p.m. The next meeting is:

Date/Time: Monday, September 9, 2013 @12:00 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: Alameda CTC Work Plan Activities and Implementation Timeline

RECOMMENDATION: Receive information on the implementation timeline for Alameda CTC coordinated Work Plan activities for FY13-14.

Summary

Alameda CTC continues to integrate strategies, initiatives, and activities across all disciplines to increase efficiencies and integrate expertise in development and delivery of planning and policy, programming, finance and procurement, and project delivery tasks. This memo summarizes the Alameda CTC Work Plan and provides an overview of the activities and timeline expected in fiscal year 2013-2014 (FY13-14). Attachment A includes the implementation schedule for these activities.

Background

Alameda CTC's work to deliver transportation projects and programs throughout Alameda County relies on coordination and support from the following departments:

- Planning and Policy, including legislation and communications
- Programming
- Finance and Procurement
- Projects

Work Plan Approach

Alameda CTC staff has planned for FY13-14 activities, coordinated on strategies and approaches, and has collaborated to develop an integrated Alameda CTC Work Plan. This plan will help ensure staff continues to coordinate efforts and will create greater efficiencies in strategizing, scheduling, and budgeting for transportation development and implementation activities throughout the year.

For each department, the following highlights key activities and areas of focus that may impact more than one discipline in the agency.

Planning and Policy: In FY13-14, Alameda CTC will develop and implement several planning and policy activities, including updates to and development of several plans, development

of the 2014 legislative program, and internal and external communication efforts. Many of these projects will interrelate with the programming, finance and procurement, and projects departments and will require coordination. Key activities include an update of the Congestion Management Program (CMP), development of three modal plans to inform the Countywide Transportation Plan, administering the SC-TAP program, and implementing the bicycle and pedestrian plans.

Planning

At the Commission retreat in February 2013, planning was considered a top priority by participants. As a result, in FY13-14, Alameda CTC will coordinate with regional partners such as the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments and local partners, including all local jurisdictions, to update major plans and develop new plans for transportation in Alameda County.

- **Congestion Management Program update (December 2013):** The CMP update includes updates to the Performance Report, the Level of Service Monitoring, and the Countywide Travel Demand Model; the CMP will also require close coordination with the projects and programming departments that are leading development of the Capital Improvement Program and the Programs Investment Plan.
- **Travel Demand Management:** Building on the Guaranteed Ride Home Program, Alameda CTC will develop a Comprehensive Travel Demand Management Program, including parking management and development of the Guaranteed Ride Home Annual Report.
- **Transportation and land use:** Building on its Transportation and Land Use Program, Alameda CTC will expand its efforts to link land use and transportation, including updating the current Priority Development Area Growth and Investment Strategy.
- **Regional coordination:** Alameda CTC will coordinate its planning efforts with the adopted Regional Transportation Plan and Sustainable Communities Strategy.
- **Multimodal plans:** Alameda CTC will do the following:
 - Develop a Bay Area Goods Movement Collaborative, including establishing leadership and technical teams that include Bay Area stakeholders and integrating goods movement as a priority within Alameda CTC and partner agency work plans and legislative programs. In addition, the planning and policy department will also develop a Countywide Goods Movement Technical Plan, including releasing a request for proposals for development of the plan and overseeing plan development with a focus on performance measures and targets, forecasts, and projects, as well as Alameda County Truck Parking Feasibility Study recommendations. To support goods movement,

Alameda CTC will also continue to create a strategic advocacy approach for legislation, funding, education, and policies.

- o Develop a Comprehensive Countywide Transit Plan that builds on the ongoing regional Transit Sustainability Project effort, to identify needs and priorities.
- o Develop a Countywide Community Based Transportation Program that includes updating current Community Based Transportation Plans and incorporating new Communities of Concern, as defined by MTC.
- o Develop a Countywide Arterial Mobility Corridor Plan to maximize mobility and management of regionally significant arterial corridors.

Policy

Ongoing and expanded policy efforts will be conducted in FY13-14 in relation to planning efforts and other departmental activities. Some of these activities are noted below:

- **Procurement Policy:** Alameda CTC will develop a procurement process that addresses agencywide contracting policy needs, including policies concerning the requirement for local and small local business preference when utilizing local funds (Measure B and Vehicle Registration Fee (VRF)), as well as general contracting for all other fund sources.
- **Legislative Program:** Each year, the Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year and to respond to political processes in Sacramento and Washington, DC. Staff will work closely with Alameda County jurisdictions during the development of the legislative program.
- **Transportation Expenditure Plan Ad Hoc Committee coordination:** Alameda CTC has formed an ad hoc committee of Commissioners to discuss the update of the Transportation Expenditure Plan and possible placement of the plan on the ballot in 2014 or 2016. These activities will be supported by all Alameda CTC departments.
- **Citizens Watchdog Committee and Bicycle and Pedestrian Advisory Committees:** Alameda CTC will continue to support the efforts of these community advisory committees that either review expenditures, projects and programs, or make recommendations to the Commission under the planning and policy department.

- **Alameda CTC communications publications:** Implementation of Alameda CTC's Strategic Communications Plan includes ongoing outreach and education with the public, partners, transportation stakeholders, and elected officials. Publications that inform the public about Alameda CTC's activities include the annual report, the e-newsletter, the Executive Director's Monthly Report, fact sheets, brochures, PowerPoint presentations, as well as other marketing material, press releases, and reports.
- **Other policy activities:** These efforts include development and updates of agency policies, as needed, including updates to the Administrative Code and policies related to implementation of Alameda CTC's Work Plan.

Programming: In FY13-14, Alameda CTC will continue programming efforts for the various fund sources managed by the agency. Programming will be linked to policy and planning direction per the priorities identified in the adopted planning documents. In addition, the programming department also supports the efforts of the Paratransit Advisory and Planning Committee and the Paratransit Technical Advisory Committee.

Ongoing programming activities:

- Monitoring and administration for federal- and state-funded projects, for example, One Bay Area Grant Program funds
- Grant monitoring and administration of Measure B pass-through and discretionary grant programs:
 - Bicycle and Pedestrian Safety Grant Program
 - Express Bus Services Grant Program
 - Paratransit Gap Grant Program
 - Transit Center Development Grant Program
- Grant monitoring and administration of Vehicle Registration Fee pass-through and discretionary grant programs:
 - Local Transportation Technology
 - Pedestrian and Bicyclist Access and Safety Program
 - Transit for Congestion Relief Program
 - Local Streets and Roads

Call for projects and award programming activities in FY13-14:

- **Transportation Fund for Clean Air Program (TFCA):** State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a \$4 fee per vehicle per year to reduce air pollution from motor vehicles. Of these funds, the BAAQMD programs 60 percent; the remaining 40 percent is allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent is programmed to the cities and county, and 30 percent is programmed to transit-related projects. Alameda CTC also provides ongoing monitoring and administration for this program.

- **State Transportation Improvement Program (STIP):** Under state law, the Alameda CTC works with project sponsors, including the California Department of Transportation, transit agencies, and local jurisdictions to solicit and prioritize projects that will be programmed in the STIP. Of the available STIP funds, Alameda CTC programs 75 percent at the county level, earmarked as "County Share." The state programs the remaining 25 percent as part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a fund estimate that serves as the basis for financially constraining STIP proposals from counties and regions. Alameda CTC is in the process of developing its 2014 STIP recommendation and provides ongoing monitoring and administration for this program.

Additional programming department activities:

- **Strategic Plan/CMP:** All disciplines are engaged in a new method to develop a Strategic Plan/Congestion Management Program that will integrate planning, programming, implementation, and evaluation and monitoring to create a feedback loop for future agency planning and funding decisions. This effort will be brought before the Commission beginning early 2014.
- **Annual Measure B and VRF Compliance Program Activities:** Per the Master Program Funding Agreement, recipients of Measure B and VRF funds are required to submit compliance reports along with audited financial statements of Measure B and VRF funds on an annual basis. Each year, the programming department prepares Measure B and VRF compliance report and financial statement templates, holds a compliance workshop for fund recipients, and coordinates the reporting process. The Alameda CTC reviews and analyzes the submitted reports and develops a comprehensive compliance summary report. This reporting activity is done in collaboration with the finance department and the Citizens Watchdog Committee.
- **Paratransit Advisory and Planning Committee/Paratransit Technical Advisory Committee:** The programming department will continue to support the efforts of this community advisory committee that makes recommendations to the Commission (PAPCO), as well as PAPCO's subcommittees that perform activities regarding bylaws, finance, Program Plan Review, and review of the Paratransit Gap Grant Program and the federal Section 5310 Grant Program. The programming department also supports the efforts of the Paratransit Technical Advisory Committee.

Finance and Procurement: Alameda CTC's finance department is responsible for ongoing financial statement and investment reporting, annual audited Comprehensive Annual Financial Reports (CAFR), budget development and adherence, and budget-related updates. These efforts require interagency coordination with the various Alameda CTC departments.

In addition, Alameda CTC will procure services in FY13-14 to help meet its strategic goal of planning, funding, and delivering quality programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Finance will also assist in the development of procurement policies and procedures and perform a number of other functions.

Ongoing financial activities:

- Accounting for all financial transactions in preparation for the annual financial audit and preparation of the CAFR
- Preparation of and updates and adherence to the Alameda CTC budget
- Development of quarterly financial and investment reports
- Participation in the aforementioned Measure B and VRF recipient compliance report and audited financial statement review process

Additional financial activities:

- **Debt Issuance:** Alameda CTC staff will develop a debt issuance policy for approval by the Commission, as well as issue requests for qualifications for bond counsel, disclosure counsel, and underwriter services; develop bond documents (Bond Indenture, Bond Purchase Agreement and Resolution); prepare a preliminary official statement and the final official statement; hold rating agency presentation meetings; obtain Commission approval on debt issuance; manage the overall debt issuance process; and undergo the closing process of the bond sale.
- **Overall Work Program:** The finance and procurement department is tasked with the development of an overall work program for the Alameda CTC, which is intended to identify resources and assignments, determine work activities and include detail for each planned work activity for the following fiscal year. This program will include work from all aspects of the agency and will be developed collaboratively with support from all departments. Development of the program is scheduled to tie into the budget development process and overall budget objectives.
- **Database Development:** Alameda CTC plans to develop a new Timecard Management System that will support more efficient time management and better tracking of time spent on projects and programs. The agency also plans to research and acquire a new financial management database, because the current financial system is becoming obsolete and will no longer be supported by the manufacturer.

- **Other Financial Activities:** Development of and updates to several resolutions and policies include a salary and benefits resolution, loan policy, travel and entertainment policy, and the Alameda CTC investment policy.

Procurement activities:

- Renewal of administrative professional services contracts through multiple procurement processes to be effective by the beginning of FY2014-15
- Annual Local Business Contract Equity (LBCE) program management including surveying consultants and development of a utilization and contract award report

Projects: To continue to effectively plan, fund, and deliver capital transportation projects, Alameda CTC performs a number of activities to monitor our investments and provide project oversight. In FY13-14, Alameda CTC is focused on implementing or providing project management oversight for 43 active capital projects with a total project cost of \$4 billion. Of the fifteen projects under construction valued at more than \$2 billion, four will be complete in FY13-14. The projects team is also coordinating with the policy and finance departments on the procurement policy and coordinating with planning and programming on the Capital Investment Program/Programs Investment Program.

Ongoing project-related activities:

- Preparation of the annual strategic plan
- Quarterly reviews of projects and semi-annual presentations and reports
- Ongoing management and oversight of Measure B-funded projects
- Ongoing project development, delivery, and construction management of various projects in the Capital Improvement Program
- Monitoring and reporting on projects including updating project fact sheets

Additional project management responsibilities:

- **I-680 Southbound Express Lane operations and maintenance:** As part of a Joint Powers Authority, Alameda CTC is responsible for management, operations, and performance of the I-680 Express Lane as well as development of the annual report.

Implementation Timeline

Alameda CTC staff has developed a timeline for implementation of the FY13-14 Work Plan activities to share with the Planning, Policy, and Legislation Committee as well as the Commission. Refer to the detailed schedule in Attachment A for the timing of these activities.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC Work Plan Implementation Schedule for FY13-14

Staff Contacts

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation

[Beth Walukas](#), Deputy Director of Planning

[Stewart Ng](#), Deputy Director of Projects and Programming

[Patricia Reavey](#), Director of Finance



DRAFT

Work Plan Implementation Schedule for Fiscal Year 2013-2014*

		2013	Fiscal Year 2013--2014															
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes			
Planning/Policy																		
Countywide Transportation Plan/RTP			See countywide modal plans (Goods Movement, Transit, Arterials, Bike and Ped)													CWTP update will begin in FY14-15 and end in FY16-17.		
Countywide Goods Movement Collaborative	Sep-13	Establish Leadership Team and Technical Team	Adopt Goods Movement Collaborative, approach and timeline by agencies for Leadership and Technical teams; integrate goods movement as a priority into Alameda CTC and partner agency work plans and legislative programs					Create a strategic advocacy approach for legislative, funding, education and policies		Hold quarterly roundtable meeting	Facilitate Focus Groups			Hold quarterly roundtable meeting				
Countywide Goods Movement Plan	Nov-13	Develop and approve scope of plan	Release RFP; develop inventory of existing planned projects and policies	Manage consultant review initial project list to inform state process		Approve initial project list to inform state process	Award contract: inventory infrastructure and assets/demographic trends; document Goods Movement benefit		Commence plan development focusing on performance measures and targets, and forecasts and projects; continue to create a strategic advocacy approach for legislative, funding, education and policies									
Countywide Transit Plan	Jun-14				Develop and approve scope	Develop and release RFP (Oct 2013); manage consultant selection process		Manage consultant selection process; award contract		Begin to develop plan; host Leadership, Technical and Focus Group meetings								
Countywide Community Based Transportation Plans	Jun-14				Develop and approve scope	Develop and release RFP (Oct 2013); manage consultant selection process		Manage consultant selection process; award contract		Begin to develop plan; host Leadership, Technical and Focus Group meetings								
Countywide Arterial Mobility Corridor Plan	Jun-14				Develop scope		Develop and release RFP (Nov 2013); manage consultant selection process		Manage consultant selection process; award contract		Begin to develop plan; host Leadership, Technical and Focus Group meetings							
2013 Congestion Management Program Update; 2012 Performance Report, 2014 LOS Monitoring Study; Countywide Travel Demand Model Update	12/5/13	Continue model update work	Review CMP Areawide Deficiency Plan guidelines, Land Use Analysis Program, Level of Service Monitoring element, draft STIP list of projects, and Transportation Demand Management element; continue model update work		Finalize 2012 Performance Report; approve draft 2013 CMP (see Programming section for CIP/PIP and STIP details); continue model update work		Adopt final 2013 CMP (includes CIP/PIP inventory); adopt 2012 conformity findings; continue model update work		Develop and adopt methods to evaluate effectiveness of the Strategic Planning and Investment Policy Implementation (see Programming section for CIP/PIP and STIP details); begin 2014 LOS Monitoring Study; develop 2013 Performance Report; continue model update work		Continue model update work; continue LOS monitoring work		Finalize draft of 2013 Performance Report; continue model update work; continue LOS monitoring work		Approval of draft 2014 LOS Monitoring Study is in July 2014; the Countywide Travel Demand Model work will end September 30, 2014.			
Countywide Travel Demand Management Plan (TDM)/ Guaranteed Ride Home Program (GRH)	5/23/14	Adopt Countywide TDM Strategy; review 2012 GRH Report	Implement TDM Strategy and GRH Program; manage ongoing operations													Review Countywide TDM Strategy; review 2013 GRH Report	Manage ongoing operations	
Transportation and Land Use Program/ PDA Growth and Investment Strategy	5/31/14	Issue SC-TAP Call for Projects; finalize consultant on-call list			Release preliminary SC-TAP Call for Projects lists	Update PDA and PCA Investment and Growth Development Strategy; approve SC-TAP projects		Update PDA and PCA Investment and Growth Development Strategy; approve SC-TAP projects		Begin SC-TAP projects and oversight		Adopt 2014 updated PDA Growth and Investment Strategy; begin SC-TAP projects		Begin SC-TAP projects				

		Fiscal Year 2013-2014															
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes		
Bicycle and Pedestrian Planning and Coordination (see Programming for additional information on activities.)	Jun-14	Webinars															
		Finalize Pedestrian and Bicycle Manual Counts Report	Host Complete Streets Implementation Workshop			Provide update on integrating bike and ped with travel demand model work				Prepare for Bike Month and Bike to Work Day				Hold Bike to Work Day; review 2013 Pedestrian and Bicycle Manual Counts Report	Bicycle and Pedestrian Plans update will begin in FY14-15 and end in FY16-17.		
		Finalize Outreach Plan		Conduct outreach													
Alameda CTC Procurement Policy and Procedures	12/31/14	Develop Procurement Policy				Approve Procurement Policy	Finalize Agency Procurement Policy and Procedures Manual										
2014 Legislative Program and Legislative Roundtable Meetings	12/6/14	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions			Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Draft Legislative Program	Present Legislative Program to ACTAC and Commission	Adopt 2014 Legislative Program	Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions	Visit elected officials in Washington D.C.	Visit legislators in Sacramento	Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions			
Alameda CTC Publications: Annual Report, eNewsletter and Executive Director's Monthly Report	Jun-14	Publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Release CWC Annual Report to the Public	Publish ED Monthly Report and eNewsletter	Draft schedule for Annual Report; publish ED Monthly Report	Publish eNewsletter; draft Annual Report	Revise Annual Report; publish ED Monthly Report	Publish ED Monthly Report and eNewsletter; review final draft of Annual Report	Publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Post and distribute Annual Report; publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Publish ED Monthly Report			
Transportation Expenditure Plan: Ad Hoc Committee, Polling, Adoption of Final Transportation Expenditure Plan (TEP) and Request for November 2014 Ballot Placement (Preliminary schedule is subject to change.)	Dec-13	Form Ad Hoc Committee; release letter of intent for polling consultant	Review 2012 election results; provide feedback on draft polling questions; select polling consultant and develop draft polling questions	Facilitate focus groups	Perform telephone survey; review polling outcomes and determine when to go to ballot; determine length and value of anticipated revenues from an augmented sales tax; adopt TEP development and ballot placement implementation schedule	Make any changes necessary to existing TEP regarding projects and policies	Adopt Final TEP	Seek TEP approval from city councils, Board of Supervisors, transit agencies							Alameda CTC will request the sales tax measure and TEP on the ballot in July 2014. November 4, 2014 is election day.		
Citizens Watchdog Committee and Bicycle and Pedestrian Advisory Committee	Ongoing	Continue to review expenditures, projects and programs, and make recommendations to the Commission (BPAC)															

		2013	Fiscal Year 2013-2014												
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes
Programming															
One Bay Area Grant Program (OBAG): Surface Transportation Program and Congestion Mitigation and Air Quality Funds	6/30/14	Adopt OBAG allocations and submit programming recommendation to MTC	MTC adopts final program												
Measure B Discretionary Grant Programs	6/30/14	Approve grant programs		Perform ongoing grant program tracking											
Bicycle and Pedestrian				Perform ongoing grant program tracking											
Express Bus				Perform ongoing grant program tracking											
Paratransit				Perform ongoing grant program tracking											
Transit Center Development				Perform ongoing grant program tracking											
VRF Discretionary Grant Programs	6/30/14	Approve grant programs		Perform ongoing grant program tracking											
Bicycle and Pedestrian				Perform ongoing grant program tracking											
(See Planning for additional information on activities.)				Perform ongoing grant program tracking											
Transit				Perform ongoing grant program tracking											
Technology				Perform ongoing grant program tracking											
Transportation Fund for Clean Air (TFCA)	6/30/14	Review draft program	Approve final TFCA program		Annual status reports due to Alameda CTC from sponsors for ongoing projects	Submit Annual Report to Air District	Approve guidelines and expenditure plan						Review draft FY14-15 program and submit semi-annual report to the Air District	Approve final FY14-15 program	
State Transportation Improvement Program (STIP)	6/30/14		Develop draft 2014 STIP		Approve draft 2014 STIP proposal		MTC approves 2014 STIP	Submit 2014 STIP to CTC				CTC adopts 2014 STIP			
Capital Improvement Program/Programs Investment Program (CIP/PIP) (See Planning for more detailed 2013 CMP schedule update.)	Early 2014				Develop CIP inventory	Adopt draft 2013 CMP	Adopt final 2013 CMP	Approve draft CIP/PIP methodology and draft screening and prioritization criteria	Approve final CIP/PIP methodology and final screening and prioritization criteria	Request CIP/PIP project updates; release Call for Projects			Evaluate projects	Approve draft CIP/PIP and two-year Allocation Plan	
Measure B and Vehicle Registration Fee (VRF) Pass-through Fund Compliance Report	7/31/14							Jurisdictions submit Compliance Reports	Present submittal sheet to CWC	Release RFI to local jurisdictions	Present report card to CWC			Draft report	Staff will present Final Compliance Report in July 2014.
Monitoring															
Perform ongoing monitoring of various state and federal programs															
Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee	Ongoing	Continue to review paratransit programs and make recommendations to the Commission (PAPCO)													

			Fiscal Year 2013-2014														
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes		
Finance and Procurement																	
Annual Agency Audit	12/26/13	Perform interim audit (June 10-21); hold Commission Audit Committee pre-audit meeting; hold CWC pre-audit sub-committee meeting	Perform year-end close accounting work	Complete final audit (August 12 - 23)	Prepare draft Comprehensive Annual Financial Report (CAFR) for FY12-13	Hold combined Commission Audit Committee and CWC post-audit subcommittee meeting to review draft CAFR for FY12-13	Approve CAFR for FY12-13 by FAC	Approve CAFR for FY12-13; submit CAFR to GFOA with award application			Establish CWC Audit subcommittee						
Annual Budget	6/56/14	Approve FY13-14 annual budget; develop and submit ICAR for FY12-13			Develop and submit ICAR for FY13-14			Distribute worksheets for FY13-14 mid-year budget update; distribute worksheets for FY14-15 budget	Develop FY13-14 mid-year budget update		Approve FY13-14 mid-year budget update; develop FY14-15 annual budget	Develop FY14-15 annual budget	Approve Draft FY14-15 annual budget; approve FY13-14 Sales Tax Budget Update	Approve FY14-15 annual budget; develop and submit ICAR for FY14-15			
Quarterly Investment Report	9/26/13; 11/28/13; 2/27/14; 5/22/14				Approve FY12-13 year-end Quarterly Investment Report		Approve FY13-14 first quarter Investment Report by FAC	Approve FY13-14 first quarter Investment Report		Approve FY13-14 second quarter Investment Report			Approve FY13-14 third quarter Investment Report				
Quarterly Financial Statements	11/28/13; 2/27/14; 5/22/14						Approve FY13-14 first quarter Financial Report by FAC	Approve FY13-14 first quarter Financial Report		Approve FY13-14 second quarter Financial Report			Approve FY13-14 third quarter Financial Report				
Annually Renewed Contracts	1/23/14								Approve FY14-15 Administration Support Professional Services Contracts Plan	Release RFPs	Review proposals	Negotiate contracts		Execute contracts			
Debt Issuance	Feb-2014	Draft Debt Policy	Approve Alameda CTC Debt Policy; provide update on debt issuance process and activities; approve issuance of RFQs for Bond and Disclosure counsel, and underwriters	Release RFQ for Bond and Disclosure counsel; release RFQ for underwriters	Review proposals; hold interviews; select Bond and Disclosure counsel, and underwriters	Draft bond documents (Bond Indenture, Bond Purchase Agreement and Resolution); draft preliminary official statement; draft Rating Agency presentation; hold Rating Agency meetings		Approve debt issuance	Perform investor outreach; pre-price bonds	Prepare for pre-closing and closing							
Alameda CTC Overall Work Program (OWP)	Jun-2014	Establish objectives	Develop outline	Prepare draft Alameda CTC OWP (i.e., identify resources and assignments; determine work activities for new fiscal year; obtain write-ups for each planned work activities from department leads; incorporate fiscal year 2014-2015 budget, etc.)							Finalize OWP		Approve draft OWP for FY14-15				
Annual Local Business Contract Equity (LBCE) Utilization Report and Contract Award Report	9/26/13	Develop database		Develop LBCE Reports	Approve annual LBCE Utilization and Contract Award Report by FAC	Approve annual LBCE Utilization and Contract Award Report											
Database Development (ICTS/Financial)/Timecard Management System	Various	Develop Timecard Management System	Test Timecard Management System	Implement new Timecard Management System													
Pass-through Agencies Annual Compliance Reporting	Jan-2014			Compliance Workshop					Review and comment on pass-through agencies' compliance and audit reports								
Other	6/27/13; 1/23/2014; 4/24/2014	Provide update on office relocation; finalize consolidation of OPEB Trusts; finalize 457 Plans consolidation		Commence with office relocation activities	Continue office relocation activities; migrate TFCA projects into ICTS	Migrate CMA TIP projects into ICTS			Approve Salary and Benefits Resolution for calendar year 2014	Approve Loan Policy	Approve Travel and Entertainment Policy	Approve Alameda CTC Investment Policy	Review and edit draft CWC Annual Report	Assist in finalizing CWC Annual Report			

		2013	Fiscal Year 2013-2014												
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes
Projects															
Annual Strategic Plan	5/31/14				Prepare draft FY13-14 Strategic Plan publication	FY13-14 Strategic Plan	Publish FY13-14 Strategic Plan		Develop FY14-15 Strategic Plan	Approve draft FY14-15 Strategic Plan	Adopt FY14-15 Strategic Plan				
Semi-Annual Update	4/30/14	Perform quarterly review			Draft semi-annual update	Present semi-annual update			Perform quarterly review		Draft semi-annual update	Present semi-annual update			
Projects Management and Oversight	Ongoing	Perform ongoing project management oversight of Measure B Projects													
Projects Development and Implementation	Ongoing	Perform ongoing project development, delivery and construction management of various projects in the Capital Projects Program													
Fact Sheets Updates	Quarterly	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Update and post fact sheets to the Alameda CTC website	Project reporting includes various reporting tasks (i.e., ED Monthly Report, MTC Quarterly Report, various Board Reports).
I-680 SB Express Lane Operations & Maintenance	Ongoing	Approve annual Sunol JPA budget	Performing ongoing operations and management				Approve mid-year budget update				Release I-680 Annual Report	Perform ongoing operations and management	Approve FY14-15 annual budget; approve various contract extensions as-needed		

* For internal use only. This schedule is high level and intended to provide an overview of departmental activities and is subject to change.

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Memorandum

5.2

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: Metropolitan Transportation Commission Freeway Performance Initiative/Ramp Metering Implementation in Alameda County

RECOMMENDATION: Receive information on the Ramp Metering Implementation Plan development by Metropolitan Transportation Commission specifically for State Route 92 and Interstate 880 at State Route 84.

Summary

As part of the Metropolitan Transportation Commission's (MTC) Freeway Performance Initiative (FPI), ramp meters have been deployed throughout the Bay Area to better manage congestion and improve safety on the freeway system. In Alameda County, ramp meters have been implemented along I-880, I-580, and I-680. Currently, MTC in coordination with Alameda CTC is working with the stakeholders to develop a Ramp Metering Implementation Plan for the meters that are being installed in Alameda County, first on State Route (SR) 92 between Interstate 880 (I-880) and the Clawiter/Whitesell Interchange and on I-880 at SR 84, and later along I-580 between the I-580/I-680 Interchange and Crow Canyon Road. A kick-off meeting to develop the Implementation Plan for the meters along SR 92 and I-880 is scheduled on August 29, 2013.

Background

Freeway Performance Initiative of MTC aims to improve performance of Bay Area freeways through various short and long term system management strategies by maximizing use of existing freeway capacity. Ramp Metering is one of the key elements implemented as part of the FPI. Attachment 1 provides the status of Ramp Metering projects in the nine county Bay Area region. Currently, in Alameda County, ramp metering equipment is being installed by Caltrans at the following on-ramps along SR-92 and I-880 at SR 84 (Attachment 2), and construction is scheduled to be completed by December 2013.

- Six locations on SR-92 – eastbound and westbound on-ramps at Clawiter Road, Industrial Boulevard and Hesperian Boulevard
- Two locations on I-880 to fill in gaps – northbound I-880 on-ramp from eastbound SR 84 and southbound I-880 on-ramp from eastbound SR 84

Prior to activating these ramp meters, a Ramp Metering Implementation Plan is required to be developed. The implementation plan will include data collection and field observations to assess traffic operations before and after ramp metering, development of optimized ramp metering rates, and identification of benefits or potential diversion impacts. MTC has initiated the plan development process in coordination with Alameda CTC, and a kick-off meeting is scheduled on August 29, 2013 with the respective local jurisdictions and Caltrans. The intent is to prepare the Ramp Metering Implementation Plan in parallel with the construction of the ramp metering equipment. Activation of the ramp meters could occur as early as January/February 2014. This work will be managed by MTC and performed by Kimley-Horn and Associates, who is under contract with MTC.

Similar to SR-92 and I-880, ramp meters are also being installed along I-580 between the I-580/I-680 Interchange and Crow Canyon Road, for which construction is scheduled to be completed by Fall of 2014. A kick-off meeting to develop the Implementation Plan is anticipated to occur with the respective stakeholders in February 2014.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Ramp Metering Status August 2013
- B. Ramp Meters locations on SR 92 and I-880 at SR 84

Staff Contact

[Beth Walukas](#), Deputy Director of Planning

[Saravana Suthanthira](#), Senior Transportation Planner

Ramp Metering Status August 2013

Legend

- Feasibility Study Completed
- Before and After Study Underway

RAMP STATUS

- ==== Completed/Activated
- ==== Equipment Installed but Not Activated
- ==== Under Construction/ Funded
- ==== Under Construction/ Adaptive Ramp Meters
- ==== In Design/ Fully Funded
- ==== In Design Un-funded Capital

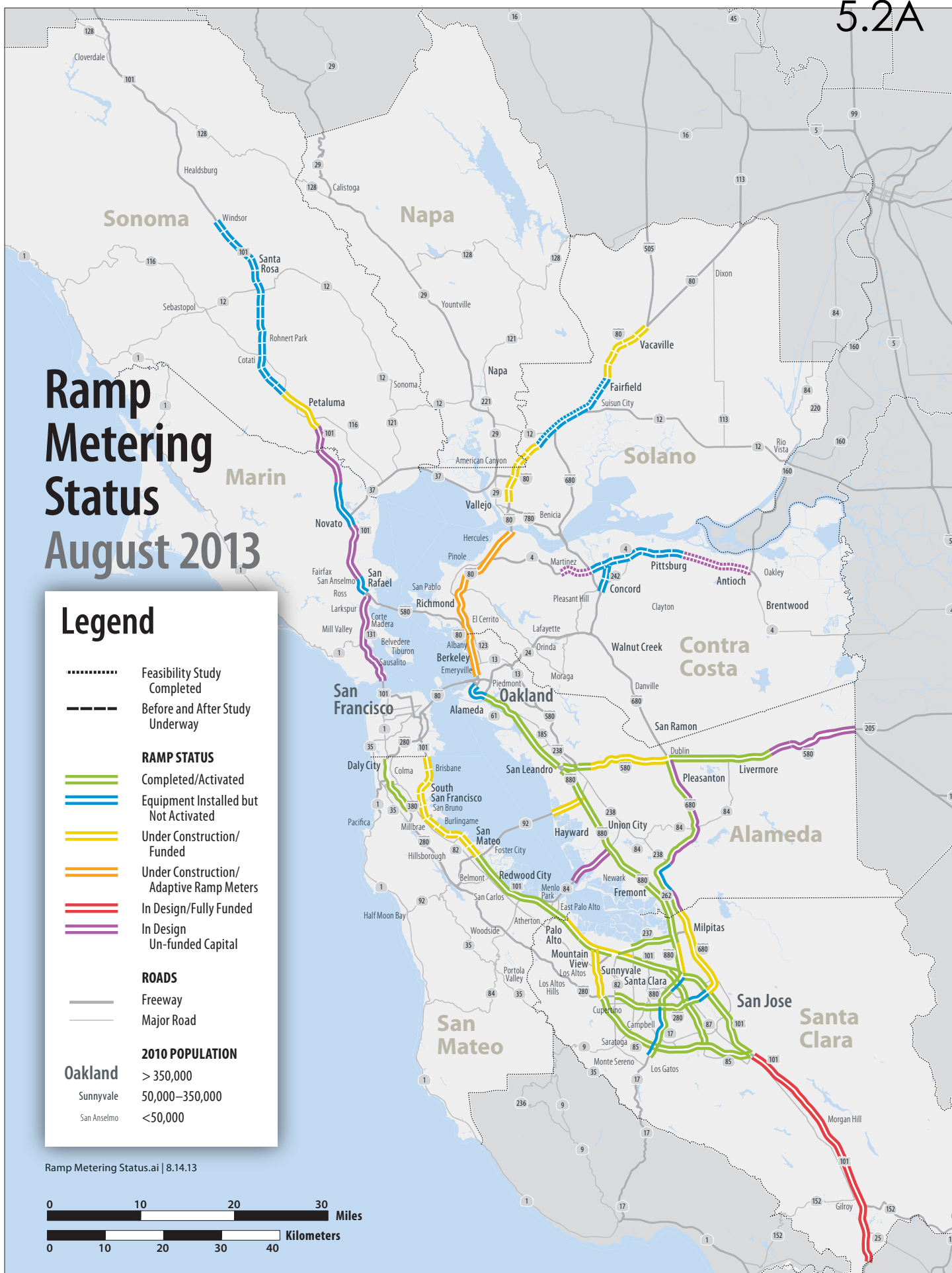
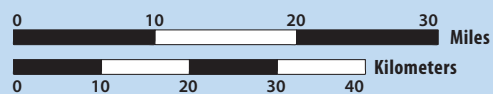
ROADS

- Freeway
- Major Road

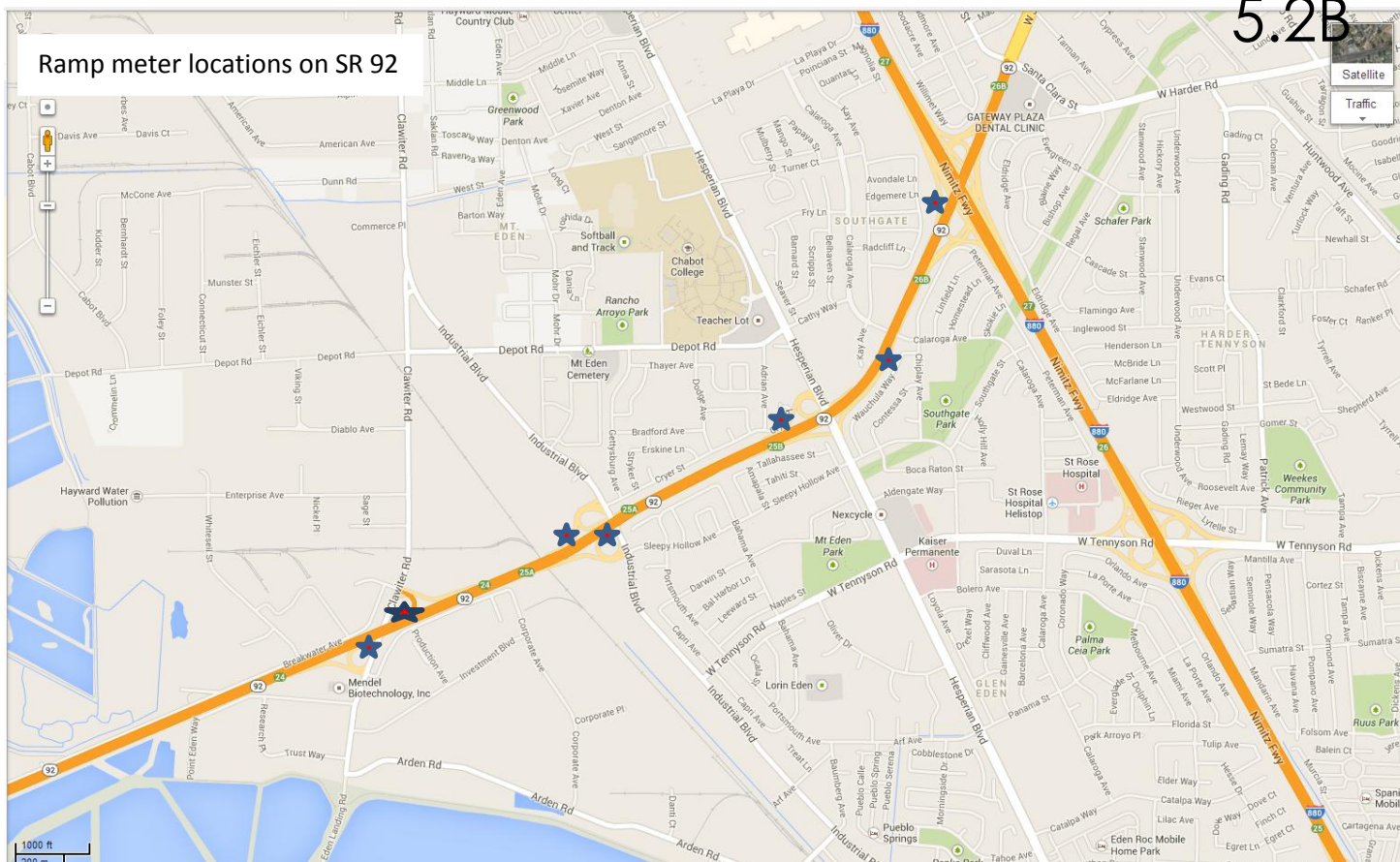
2010 POPULATION

- Oakland > 350,000
- Sunnyvale 50,000–350,000
- San Anselmo < 50,000

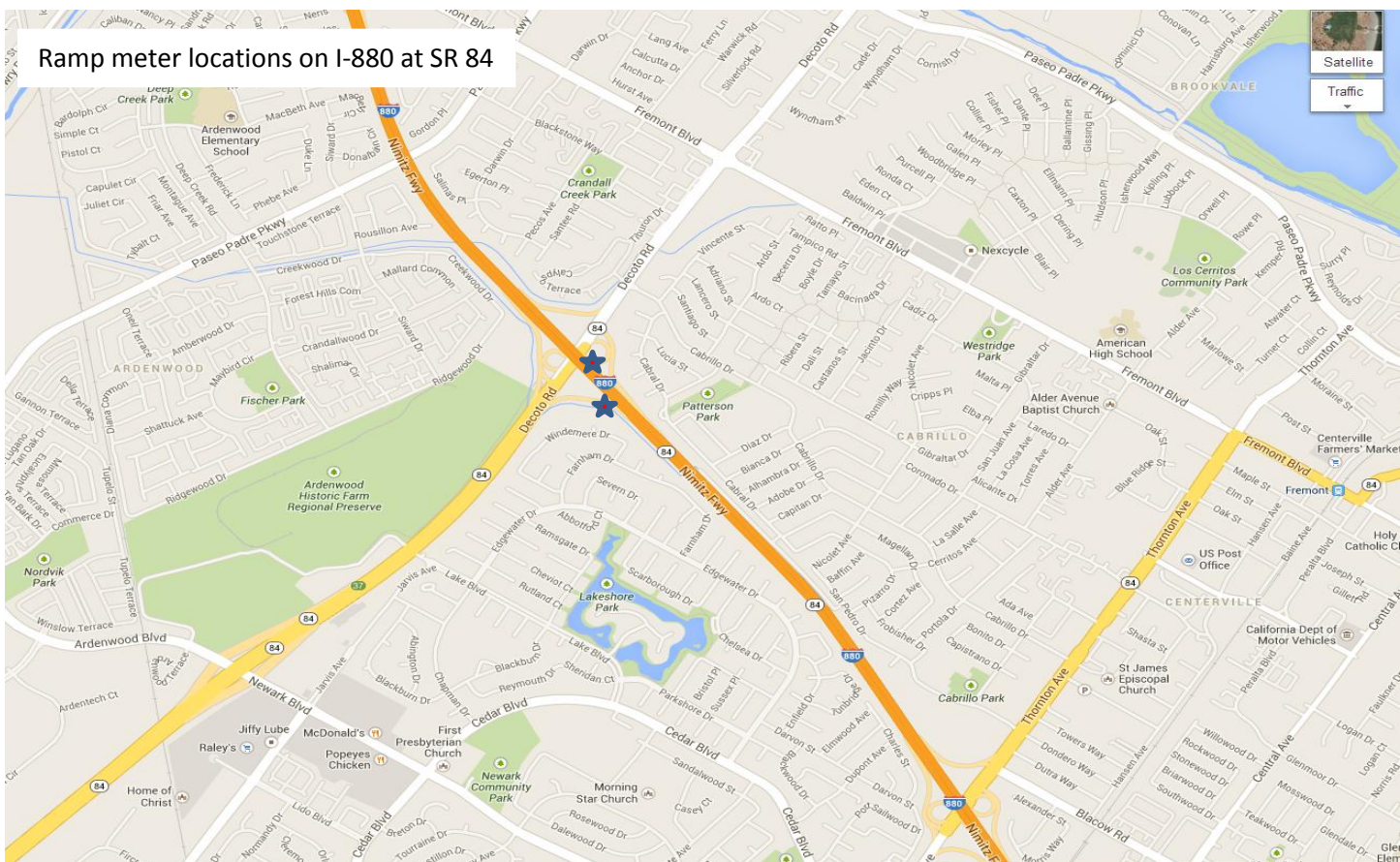
Ramp Metering Status.ai | 8.14.13



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Ramp meter locations on I-880 at SR 84



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Memorandum

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PH: (510) 208-7400

www.AlamedaCTC.org

6.1

DATE: August 26 , 2013

SUBJECT: Transportation Fund for Clean Air (TFCA) Final FY 13-14 Program

RECOMMENDATION: Approve the programming of \$90,000 of FY 13-14 TFCA for Alameda County's Fairmont Rd Class 2 Bike Lanes project, including a three-year TFCA expenditure period for the project.

Summary

Of the \$1,888,821 of TFCA available for the FY 2013/14 program, \$1,798,821 received Commission approval in July, leaving a remaining, unprogrammed balance of \$90,000. Staff recommends programming the \$90,000 to Alameda County's Fairmont Road Class 2 Bike Lanes project. The recommendation includes a three-year TFCA expenditure period for the project to align the funding period with the project schedule.

Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund projects that result in the reduction of motor vehicle emissions. Projects funded with TFCA are to result in the reduction of motor vehicle emissions and typically include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. Eligible projects are to achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the TFCA revenue generated in Alameda County for this program. Five percent of new TFCA revenue is set aside for the Alameda CTC's administration of the program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities and county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis.

In developing the annual TFCA program, considerations include:

- The total amount of available TFCA is required to be completely programmed on an annual basis.
- The eligibility and cost-effectiveness requirements of the program.

- A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds.

FY 2013/14 Program - Revised

The executed FY 2013/14 TFCA master funding agreement between the Alameda CTC and the Air District identifies \$1,888,821 of TFCA funding that is required to be programmed to projects by November 1, 2013. Last month the Commission approved \$1,798,821 of the FY 2013/14 funds leaving a remaining, unprogrammed balance of \$90,000. Staff recommends programming the \$90,000 to Alameda County's Fairmont Road Class 2 Bike Lanes project. This project was not included in the July recommendation for the FY 2013/14 program because the project schedule is not aligned with the standard, two-year expenditure period for the FY 2013/14 TFCA program. In light of the remaining capacity expiring November 1st, staff is recommending the project for FY 2013/14 funds, but with an extended, three-year TFCA expenditure period. An extended expenditure period is allowed by the Air District's TFCA County Program Manager Fund Policies if approved at the time of programming. A revised final TFCA program, totaling \$1,888,821, is included as Attachment A.

Fiscal Impact: The fiscal impact of this item is \$90,000, which was included in the budget adopted for FY 2013/14.

Attachments

- A. TFCA County Program Manager Fund- FY 2013/14 Final Program – Revised September 2013

Staff Contacts

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

TFCA County Program Manager Fund - FY 2013/14 Final Program - Revised September 2013

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Cost-effectiveness	Programmed/Recommended	Notes
70% City/County Share							
Alameda County	Fairmont Rd Class II Bike Lanes	Class II Bicycle Lane Gap Closure on Fairmont Drive between E. 14th Street and Liberty, in the Ashland Unincorporated Area of Alameda County.	\$ 340,000	\$ 200,000	\$71,934	\$ 90,000	\$90,000 recommended with a 3-year expenditure period.
Berkeley	Berkeley Citywide Bicycle Parking Project	Purchase and installation on the public right-of-way of at least 278 bicycle racks citywide, including six (6) pilot in-street "bicycle corral" locations along commercial corridors. The City will install racks primarily on sidewalks near commercial areas, schools, and parks.	\$ 155,000	\$ 155,000	\$39,748	\$ 155,000	Approved July 2013.
East Bay Regional Park District	Iron Horse Trail Dublin/Pleasanton BART Santa Rita Road	Construct a 1.6-mile concrete Class 1 segment of the Iron Horse Regional Trail between the Dublin/Pleasanton BART Station and Santa Rita Road Project.	\$ 4,320,000	\$ 750,000	\$87,137	\$ 180,000	Approved June 2013.
Fremont	Arterial Management Stevenson Blvd	This project will improve arterial operations along Stevenson Boulevard by implementing new signal coordination timings and upgrading most of the existing traffic signal equipment to enhance the operation of the traffic signal coordination.	\$ 218,000	\$ 218,000	\$66,080	\$ 76,000	Funds approved July 2013 for Stevenson Blvd.
Hayward	"A" Street Signal Upgrade and Coordination	Provide traffic signal retiming and coordination along "A" Street at 10 intersections between Mission Boulevard and Hesperian Boulevard, including upgrading existing controllers and closing the gap between the existing signal interconnect system to allow communications between the Traffic Operations Center (TOC) and the on-street controllers.	\$ 209,000	\$ 190,000	\$31,994-\$33,365	\$ 190,000	Approved July 2013.
Oakland	Adeline St Bikeway Gap Closure	The project will install Class 2 bike lanes on Adeline St. 47th to 61st Sts. The new facility will adjoin existing bikeways at each end. The street will be slurry-sealed prior to bike lane installation.	\$ 73,000	\$ 58,000	\$89,231	\$ 51,000	Approved July 2013.
Oakland	CityRacks Bicycle Parking Program Phase 10	This project will fund Phase 10 of Oakland's CityRacks Bicycle Parking Program. Over the two year grant period, the project includes installation of approximately 500 bike rack parking spaces and four electronic bicycle lockers to serve the 12th St BART Station.	\$ 100,000	\$ 100,000	\$25,759-\$82,701	\$ 88,000	Approved July 2013.
Oakland	East Bay Greenway	The first half-mile segment of the East Bay Greenway, from Coliseum BART to 85th Avenue in Oakland. The East Bay Greenway is a planned 12-mile bicycle and pedestrian facility that will travel through Oakland, San Leandro, Hayward and unincorporated Alameda County. The Greenway alignment generally runs under the BART tracks and will ultimately connect five BART stations.	\$ 3,010,000	\$ 190,000	\$88,364	\$ 190,000	Approved June 2013.
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programs. TFCA request revised to two years of program operations (FYs 13/14 and 14/15).	\$ 228,000	\$ 118,000	\$85,111	\$ 118,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
San Leandro	San Leandro LINKS Shuttle	The free shuttle provides service from the San Leandro BART station to businesses in West San Leandro. Service is provided every 20 minutes, Monday - Friday during peak commute hours from 5:45AM to 9:45AM and 3:00PM to 7:00PM. The TFCA request is for FYs 13/14 and 14/15.	\$ 633,000	\$ 104,000	\$88,534	\$ 60,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
Subtotal City/County (70%)			\$	\$ 2,083,000		\$ 1,198,000	
TFCA Balance Available				\$ 1,082,516		\$ 1,082,516	
Difference				\$ (1,000,484)		\$ (115,484)	

TFCA County Program Manager Fund - FY 2013/14 Final Program - Revised September 2013

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Cost-effectiveness	Programmed/Recommended	Notes
30% Transit Discretionary Share							
AC Transit	Route 51 Transit Signal Priority (TSP)	TSP Improvements for Route 51. Route 51A: Rockridge BART to Fruitvale BART; 51B: Rockridge BART to Berkeley Amtrak or Berkeley Marina. TSP improvements along the route including: installation of conduit and hardware for signal interconnectivity; signal retiming; signal cabinet upgrades to facilitate modernization; signal modifications; queue jump lanes; bus bulbs; bus stop optimization including relocations and removals.	\$ 11,515,000	\$ 1,000,000	\$ 81,345	\$ 123,821	Approved July 2013.
Alameda CTC	Alameda County Guaranteed Ride Home and Countywide Transportation Demand Management (TDM) Services Information	The Program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative commute modes. TFCA request is for continued program operations for FY 13/14 and FY14/15 and includes the creation of new educational materials providing comprehensive information on different TDM services and commute alternatives available in Alameda County.	\$ 270,000	\$ 270,000	\$ 20,170	\$ 270,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
CSU East Bay	Second BART to Campus Shuttle	Continue existing operations of a second free campus to BART shuttle. The route operates in a loop between CSU East Bay campus and the Hayward BART station 7am-930pm, 240 days per year. Request is for FY 13/14 operations.	\$ 159,314	\$ 159,314	\$ 89,799	\$ 130,000	Approved July 2013.
LAVTA	Rte 53 Ace to BART Shuttle	Rte 53 provides local feeder bus service to the Altamont Commuter Express (ACE) Pleasanton Station and the West Dublin/ Pleasanton BART Station, and the Stoneridge mall. FYs 13/14 and 14/15 operations.	\$ 335,834	\$ 120,000	\$ 61,787	\$ 120,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
LAVTA	Rte 54 Ace to BART Shuttle	Rte 54 provides local feeder bus service between the Altamont Commuter Express (ACE) Pleasanton Station, the Dublin/Pleasanton BART Station and major employment centers including Stoneridge Mall, Bernal Business Park and Hacienda Business Park. FYs 13/14 and 14/15 operations.	\$ 337,082	\$ 47,000	\$ 89,422	\$ 47,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
Subtotal Transit Discretionary (30%)			\$ 1,596,314	\$ 690,821			
TFCA Balance Available			\$ 806,305	\$ 806,305			
Difference			\$ (790,009)	\$ 115,484			

TFCA Category	Amount Available	Programmed/Recommended	Difference
Subtotal 70%	\$ 1,082,516	\$ 1,198,000	\$ (115,484)
Subtotal 30%	\$ 806,305	\$ 690,821	\$ 115,484
Total	\$ 1,888,821	\$ 1,888,821	\$0



Memorandum

6.2

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www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: 2014 State Transportation Improvement Program (STIP): Draft Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP) Candidates

RECOMMENDATION:

1. Approve Draft list of projects to be programmed in the Regional Transportation Improvement Program (RTIP) of the 2014 State Transportation Improvement Program (STIP).
2. Approve proposed ITIP candidate to be submitted to Caltrans

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC). 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, any new STIP programming capacity is made available in the last two years of the five year STIP period. The 2014 STIP will cover fiscal years 2014/2015 -2018/19.

At the May 2013 meeting, the Commission approved the 2014 STIP Principles for the development of the 2014 STIP. The CTC approved a Final Fund Estimate in August, which includes about \$28.5 million of programming capacity in the 2014 STIP for the Alameda CTC to program to projects.

The California Department of Transportation (Caltrans) is responsible for developing the ITIP list of projects. ITIP funds may be used in any part of the state for Interregional highway, rail and fixed guideway improvements. Staff recommends proposing the project development phase of the I-680 NB HOV/HOT from Route 84 in Alameda County to Route 237/Calaveras Blvd. project for the ITIP.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process.

The statute delegated major funding decisions to a local level and allows the Alameda CTC to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure; modified the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements: 75% of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25% going to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC adopts and forwards a program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

At the August 2013 meeting, the CTC approved a Final 2014 STIP Fund Estimate (Attachment A). The fund estimate assumptions included a statewide negative balance of programming capacity in the first three years (FY 14/15 to FY 16/17) and the majority of new available capacity in the last two years of the STIP period (FY 17/18 and 18/19). In effect, this implies the CTC will be looking to defer some existing programming commitments in the first three years into the outer years, as well as consider new programming in the outer two years.

RTIP

The 2014 STIP Fund Estimate includes a total of about \$32 million RTIP funds for Alameda County. Based on anticipated regional policy (and existing regional commitments) that will be included in a MTC Regional 2014 STIP policy, the Alameda CTC will have about \$28.5 M available to program. The MTC Region 2014 STIP Policy is scheduled to be approved on September 25, 2013. Due to the schedule of the STIP process, we initiate the process in spring and consider items concurrently with MTC and CTC actions. This strategy allows us to meet the CTC mandated schedule.

\$32.0 M	2014 Fund Estimate for Alameda County
\$ 2.0 M	ARRA Backfill (Caldecott Tunnel)*
\$ 0.3 M	Less STIP Administration funds for MTC
<u>\$ 1.2 M</u>	Less STIP Administration funds for Alameda CTC
 \$28.5 M	 2014 STIP Funds Available to Program

** In 2009, MTC programmed regional ARRA funds on the Caldecott Tunnel project, replacing \$7 million in unavailable RTIP funding (thereby freeing up \$2 million in Alameda County RTIP and \$5 million in Contra Costa County RTIP). The \$2 million deduction in Alameda County will be available to MTC in the 2014 STIP for programming as payback of the regional ARRA funds used to backfill RTIP funding for the Caldecott Tunnel.*

The MTC region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2013. Correspondingly, the counties' proposals are due to the MTC in late October 2013. The 2014 STIP Development Schedule (Attachment B) assumes the Alameda CTC Board considering approval of Alameda County's 2014 RTIP in October 2013.

Staff is requesting Commission approval of a Draft 2014 RTIP Program of projects (Attachment C) consistent with the principles approved by the Commission in May 2014. The principles for developing the 2014 RTIP Project List prioritized consideration of previously approved STIP commitments. A number of commitments related to the programming of Alameda County STIP shares have been approved beginning with funds programmed in the 2008 STIP cycle. These commitments included Resolution 3434 projects and funds required to "payback" Measure B advances for project development work on Proposition 1B Infrastructure Bond funded projects. Local funds committed to the I-Bond project development work helped leverage and deliver approximately \$500 Million of state funded projects.

Certain previous STIP commitments have been fulfilled, but many remain for consideration in the upcoming 2014 STIP cycle. The summary attached to the proposed principles provides a status of the previously approved STIP commitments. It is anticipated that the previously approved STIP commitments, or portions of those commitments, may also be fulfilled by the programming of funds other than STIP funds in the context of the proposed uniform approach to programming all sources of transportation funding available through the Alameda CTC.

A call for projects for the 2014 STIP was not issued since the programming needs of the existing STIP commitments far exceed the programming capacity made available through the 2014 STIP program. This approach is consistent with the 2014 STIP principles approved by the Commission in May 2014. Any STIP commitments that are not addressed as a part of the 2014 STIP cycle will be considered in future STIP programming cycles.

ITIP

The California Department of Transportation (Caltrans) is responsible for developing the ITIP list of projects. ITIP funds may be used in any part of the state for Interregional highway, rail and fixed guideway improvements. The CTC does not have any fixed methodology / formula distribution for ITIP. In 2012, the MTC Region received \$35.5 Million of \$281.2 Million available statewide (Approximately 12.6%) MTC Region's Population share compared to state is about 20%. The 2014 STIP FE indicates \$289.2 Million ITIP available statewide.

MTC's Proposed 2014 ITIP Principles include:

- Support high cost-benefit ratio projects on the State Highway System (i.e. Freeway Performance Initiative)
- Support HOV gap closures, Regional Express Lanes
- Support High speed rail early investments and intercity/commuter rail

- Support future goods movement and trade corridors

Staff considered Potential ITIP candidates within Alameda County including:

1. I-680 NB HOV/HOT from Route 84 in Alameda County to Route 237/Calaveras Blvd. project
2. I-680 HOV/ HOT gap closure (between SR-84 and I-580 Express lanes); and
3. I-580/680 Interchange Project.

Staff recommends proposing the project development phase of the I-680 NB HOV/HOT from Route 84 in Alameda County to Route 237/Calaveras Blvd. project for the ITIP. The project is consistent with MTC's 2014 ITIP Policy (Supports HOV Gap Closures) and with initial project development work underway it has a more definitive scope, schedule and cost information compared to the other ITIP candidates considered.

Although the I-680 HOV /HOT gap closure project (between SR-84 and I-580 Express lanes) and the I-580/680 Interchange projects are regionally significant improvements, based on the funding need and project development schedule, staff recommends deferring these candidates to the next round of ITIP funds.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. 2014 STIP Fund Estimate
- B. 2014 STIP Development Schedule
- C. Draft 2014 STIP Program
- D. ACCMA Resoultion 08-018
- E. ACCMA Resolution 08-006 Rev.

Staff Contact:

[Stewart Ng](#), Deputy Director of Programming and Projects

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

2014 STIP Fund Estimate
County and Interregional Shares
 Table 2. Summary of Targets and Shares
 (,000)

County	2014 STIP Programming		
	Total Target	Maximum	TE Target
	Target through 2018-19	Estimated Share through 2019-20	Target through 2018-19
Alameda	32,031	49,551	0
Alpine	2,147	2,668	0
Amador	2,377	3,559	0
Butte	18,480	21,976	0
Calaveras	2,415	3,823	0
Colusa	2,407	3,343	0
Contra Costa	25,552	37,542	0
Del Norte	0	0	0
El Dorado LTC	0	0	0
Fresno	15,872	29,067	0
Glenn	3,483	4,463	0
Humboldt	423	3,946	0
Imperial	17,405	23,626	0
Inyo	18,461	23,303	0
Kern	28,350	46,137	0
Kings	0	0	0
Lake	7,520	9,050	0
Lassen	5,391	7,631	0
Los Angeles	167,168	273,126	0
Madera	0	0	0
Marin	0	0	0
Mariposa	3,111	4,027	0
Mendocino	6,720	10,009	0
Merced	19,080	23,412	0
Modoc	3,653	4,849	0
Mono	14,770	18,367	0
Monterey	14,102	20,338	0
Napa	6,606	8,763	0
Nevada	0	916	0
Orange	62,339	95,004	0
Placer TPA	0	0	0
Plumas	5,214	6,550	0
Riverside	66,804	95,687	0
Sacramento	46,577	63,174	0
San Benito	0	0	0
San Bernardino	51,066	84,274	0
San Diego	34,490	71,613	0
San Francisco	12,414	21,306	0
San Joaquin	23,713	32,708	0
San Luis Obispo	7,372	13,995	0
San Mateo	20,239	29,287	0
Santa Barbara	1,927	9,386	0
Santa Clara	17,074	37,888	0
Santa Cruz	5,534	9,118	0
Shasta	14,204	18,041	0
Sierra	2,251	2,885	0
Siskiyou	7,286	9,916	0
Solano	10,564	15,995	0
Sonoma	0	0	0
Stanislaus	14,697	21,351	0
Sutter	3,955	5,489	0
Tahoe RPA	2,981	3,795	0
Tehama	6,244	8,194	0
Trinity	3,016	4,399	0
Tulare	8,316	16,535	0
Tuolumne	11,245	12,774	0
Ventura	29,858	40,956	0
Yolo	13,148	16,353	0
Yuba	5,116	6,290	0
Statewide Regional	905,168	1,386,455	0
Interregional	292,229	460,942	0
TOTAL	1,197,397	1,847,397	0

	New Capacity
Statewide Flexible Capacity	1,909,730
Statewide PTA Capacity	(378,695)
Statewide TE Capacity	(333,638)
Total STIP Capacity	1,197,397

2014 Fund Estimate
County and Interregional Shares
Table 3. Calculation of New Programming Targets and Shares - Total
(\$1,000's)

County	Net Carryover		2014 STIP Share through 2018-19			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12/13	Net Share (Total Target)	Net Advance
Alameda	2,000	0	30,031	0	32,031	0
Alpine	1,255	0	892	0	2,147	0
Amador	350	0	2,027	0	2,377	0
Butte	12,488	0	5,992	0	18,480	0
Calaveras	0	0	2,415	0	2,415	0
Colusa	673	0	1,604	130	2,407	0
Contra Costa	5,000	0	20,552	0	25,552	0
Del Norte	0	(11,560)	1,497	0	0	(10,063)
El Dorado LTC	0	(9,478)	4,203	0	0	(5,275)
Fresno	0	(8,176)	22,618	1,430	15,872	0
Glenn	1,802	0	1,680	1	3,483	0
Humboldt	0	(5,655)	6,038	40	423	0
Imperial	6,741	0	10,664	0	17,405	0
Inyo	9,824	0	8,299	338	18,461	0
Kern	0	(2,711)	30,488	573	28,350	0
Kings	0	(17,941)	4,474	0	0	(13,467)
Lake	4,665	0	2,623	232	7,520	0
Lassen	652	0	3,839	900	5,391	0
Los Angeles	0	(17,809)	181,619	3,358	167,168	0
Madera	0	(14,078)	4,162	0	0	(9,916)
Marin	0	(39,820)	5,617	245	0	(33,958)
Mariposa	1,541	0	1,570	0	3,111	0
Mendocino	1,081	0	5,639	0	6,720	0
Merced	11,655	0	7,425	0	19,080	0
Modoc	1,373	0	2,048	232	3,653	0
Mono	8,439	0	6,166	165	14,770	0
Monterey	0	(6,844)	10,690	10,256	14,102	0
Napa	2,678	0	3,698	230	6,606	0
Nevada	0	(4,118)	3,179	0	0	(939)
Orange	0	(1,653)	55,992	8,000	62,339	0
Placer TPA	0	(45,878)	7,625	0	0	(38,253)
Plumas	2,925	0	2,289	0	5,214	0
Riverside	15,380	0	49,508	1,916	66,804	0
Sacramento	17,630	0	28,447	500	46,577	0
San Benito	0	(6,819)	1,969	0	0	(4,850)
San Bernardino	0	(5,969)	56,920	115	51,066	0
San Diego	0	(29,142)	63,632	0	34,490	0
San Francisco	0	(2,827)	15,241	0	12,414	0
San Joaquin	7,957	0	15,418	338	23,713	0
San Luis Obispo	0	(4,624)	11,354	642	7,372	0
San Mateo	3,728	0	15,511	1,000	20,239	0
Santa Barbara	0	(12,288)	12,785	1,430	1,927	0
Santa Clara	0	(19,262)	35,676	660	17,074	0
Santa Cruz	0	(611)	6,145	0	5,534	0
Shasta	7,628	0	6,576	0	14,204	0
Sierra	1,043	0	1,087	121	2,251	0
Siskiyou	2,470	0	4,509	307	7,286	0
Solano	1,256	0	9,308	0	10,564	0
Sonoma	0	(21,840)	11,444	1,204	0	(9,192)
Stanislaus	3,292	0	11,405	0	14,697	0
Sutter	1,327	0	2,628	0	3,955	0
Tahoe RPA	1,585	0	1,396	0	2,981	0
Tehama	2,422	0	3,343	479	6,244	0
Trinity	586	0	2,370	60	3,016	0
Tulare	0	(6,022)	14,088	250	8,316	0
Tuolumne	8,626	0	2,619	0	11,245	0
Ventura	9,335	0	19,023	1,500	29,858	0
Yolo	6,739	0	5,494	915	13,148	0
Yuba	3,004	0	2,012	100	5,116	0
Statewide Regional	169,150	(295,125)	867,563	37,667	905,168	(125,913)
Interregional	0	(13,246)	289,188	16,287	292,229	0
TOTAL	169,150	(308,371)	1,156,751	53,954	1,197,397	(125,913)
Statewide Flexible Capacity					1,909,730	
Statewide PTA Capacity					(378,695)	
Statewide TE Capacity					(333,638)	
Total					1,197,397	

2014 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
<ul style="list-style-type: none"> • Approve 2014 STIP Schedule 	April 2013	
<ul style="list-style-type: none"> • Alameda CTC Approve 2014 STIP Principles 	May 2013	<ul style="list-style-type: none"> • CTC Approve Final Fund Estimate Assumptions
	June 2013	<ul style="list-style-type: none"> • CTC Releases Draft Fund Estimate (June 11th) • CTC Releases Draft STIP Guidelines
	July 2013	<ul style="list-style-type: none"> • MTC Reviews Draft RTIP Policies
	August 2013	<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 Commission 	September 2013	<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 Commission 	October 2013	
	November 2013	<ul style="list-style-type: none"> • MTC Approves RTIP
	December 2013	<ul style="list-style-type: none"> • RTIP due to CTC
	April 2014	<ul style="list-style-type: none"> • CTC Adopts 2014 STIP

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

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Alameda County - Draft 2014 STIP Program

Index #	Project	Previously Approved Priorities Amount (\$ x 1,000)	Proposed for 2014 STIP (\$ x 1,000)	Notes
1	Alameda County I-Bond Projects	8,000	8,000	<ul style="list-style-type: none"> \$8M of local funds approved by Alameda CTC July 2012. Prioritized programming included in previous ACCMA Board actions See Note 1
2	Route 84 Expressway (South Segment)	12,000	12,000	<ul style="list-style-type: none"> Includes R/W acquisition, utility relocation, etc. Prioritized programming for I-Bond shortfall See Note 1
3	Route 24 Corridor – Caldecott Settlement Projects	4,000	2,000	<ul style="list-style-type: none"> \$8M included with Resolution 08-006 Rev. \$2M fulfilled by MTC ARRA Exchange \$2M fulfilled in 2012 STIP
4	Dumbarton Rail Project	91,000	0	<ul style="list-style-type: none"> The Dumbarton Rail Corridor Project (DRC) is included in the Plan BayArea as “environmental only,” No priority for future capital funding is identified in the long range plan. The environmental phase of the DRC is fully funded by existing fund sources Will continue discussions with project partners regarding project delivery strategy
5	BART Warm Springs Extension	65,500	0	<ul style="list-style-type: none"> \$69M included with Resolution 08-018 Dec. 2008 \$3.5M fulfilled in 2012 STIP (Warm Springs Station Access Improvement – Automall Project) The capital phase of the Warm Springs Extension Project (WSX) is fully funded by existing sources. Will continue discussions with project partners regarding project delivery strategy

Alameda County - Draft 2014 STIP Program

Index #	Project	Previously Approved Priorities Amount (\$ x 1,000)	Proposed for 2014 STIP (\$ x 1,000)	Notes
6	AC Transit Bus Rapid Transit Project	35,300	6,300	<ul style="list-style-type: none"> \$40M included with Resolution 08-018 Dec. 2008 \$3.0 M fulfilled in 2012 STIP (combined with Lifeline Backfill commitment) \$1.5M fulfilled with Lifeline/MB Express Bus funding \$200K MB Express Bus funds through FY12-13 coordinated Program Need to account for “credit” applied based on programming “other” grants / funds
7	I-880 Broadway/Jackson Interchange	3,000	0	<ul style="list-style-type: none"> \$3M included with Resolution 08-018 Dec. 2008 \$2.5M fulfilled in 2012 STIP No additional STIP funds required at this time
8	I-880 Corridor Project	1,900	0	<ul style="list-style-type: none"> \$1.9M included with Resolution 08-018 Dec. 2008 \$1M fulfilled in 2012 STIP Included under Index #1 (Alameda County I-Bond Projects)
9	I-880/Mission Blvd. (Rte 262) Landscaping	3,500		<ul style="list-style-type: none"> \$3.5M included with Resolution 08-018 Dec. 2008 \$3.5M fulfilled in 2012 STIP Caltrans has identified \$4.871 M additional need
10	Grand Boulevard Streetscape project on El Camino Real (SR 82) in 15/16 FY or Station Enhancement project in FY 17/18 (San Mateo- CCAG)	200	200	<ul style="list-style-type: none"> 2008 STIP TE-Reserve Exchange payback

Summary of Previously Adopted Alameda County STIP-RIP Commitments				
<p>Notes:</p> <ol style="list-style-type: none"> Resolution 08-018 identified projects in Alameda County funded by CMIA, TCIF or TLSP I-Bond funding collectively as “Infrastructure Bond Projects,” including the construction phase, and committed prioritized programming for the commitment to the Infrastructure Bond Projects. Resolution 08-018 identified three projects collectively referred to as “Reso 3434 Projects:” 1) BART Warm Springs Extension; 2) AC Transit Bus Rapid Transit (BRT) Project; and 3) Dumbarton Rail Project. Resolution 08-018 requires that up to fifty percent (50%) of any new STIP programming capacity be programmed to the Reso 3434 Projects; and that a minimum of twenty-five percent (25%) of any new STIP programming capacity be programmed to the BART Warm Springs Extension Project if all programming requirements are met. 				
Index #	Project	Previously Approved Priorities Amount (\$ x 1,000)	Proposed for 2014 STIP (\$ x 1,000)	Notes
	Total		28,500	

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Milley
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 Wieckowski

City of Hayward
Councilmember
Olden Henson

City of Livermore
Mayor
Marshall Kamena

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Luis Freitas

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Larry Reid

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Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

State Transportation Improvement Program (STIP) Commitments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

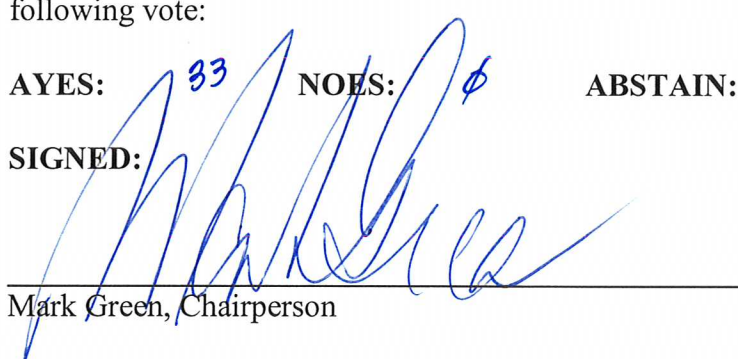
BE IT FURTHER RESOLVED, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

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

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

AYES: 33 **NOES:** 0 **ABSTAIN:** 1 **ABSENT:** 1

SIGNED:



Mark Green, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary

ATTACHMENT A

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

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

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

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

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

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

ATTACHMENT B

Programming Requirements

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

All projects will be required to:

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

RESOLUTION 3434 Projects will also be required to:

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

PREVIOUS STIP COMMITMENT Projects will also be required to:

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

INFRASTRUCTURE BOND Projects will also be required to:

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

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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**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

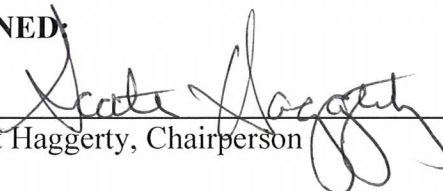
BE IT FURTHER RESOLVED, that the ACCMA Board intends to program additional STIP funding, up to \$4 million collectively, in the 2010 and 2012 STIPs for transportation enhancements along and in the vicinity of the Route 24 corridor in Oakland to effectuate certain provisions of the above-referenced settlement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



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: CMA TIP Exchange Program Reimbursement Policy

RECOMMENDATION: Approve a policy that the Alameda CTC will withhold Measure B and/or VRF pass through funds when payments related to a fund exchange has not been made in a timely manner and the corresponding amendments to the Measure B and VRF Implementation Guidelines.

Summary

The CMA Transportation Improvement Program (CMA TIP) Exchange Program facilitates the exchange of federal/state funds for local funds, which in turn provides funding for the projects programmed in the CMATIP, a local fund source administered by the Alameda CTC. The CMA TIP Exchange Program/CMA TIP allows the Alameda CTC to provide local funds to transportation projects that either do not have the ability to make use of state or federal funds or projects that would face unacceptable delays if state or federal funds were used. It is necessary for the Alameda CTC to receive the local funds provided through these exchanges on a timely basis for the overall program work. The recommended policy will strengthen the ability to complete the Commission approved exchanges that ultimately fund the projects approved in the CMA TIP program.

Background

The CMA TIP Exchange Program is used when a project sponsor has the ability to accept grant funding for an eligible transportation project that also has local funds available for the project. The Alameda CTC programs the transportation grant funding, the project sponsor completes the transportation project and receives the grant funding, and then provides the Alameda CTC with a like amount of local funds that would have otherwise been used for the project. It is not a given that every project is a good candidate for a fund exchange.

The CMA TIP Exchanges provide the funds for the projects programmed in the CMATIP, a local fund source administered by the Alameda CTC. The CMA TIP exchange program/CMA TIP allows the Alameda CTC to provide local funds to transportation projects that either do not have the ability to make use of state or federal funds or projects that would face unacceptable delays if state or federal funds were used. It is necessary for the Alameda CTC

to receive the local funds provided through these exchanges on a timely basis for the overall program work. The recommended policy will strengthen the ability to complete the Commission approved exchanges that ultimately fund the projects approved in the CMA TIP program.

The CMA TIP Exchange Program (and corresponding CMATIP Program) is one of multiple approaches the Alameda CTC uses to program funds and deliver projects in Alameda County. CMA TIP Exchanges and CMA TIP programming have provided benefits by allowing for efficient administration of large amounts of federal and state funds as well as facilitation of the delivery for smaller projects such as local streets and roads projects in smaller jurisdictions and project development work.

Since the inception of the CMA TIP Exchange Program and CMATIP Program, the merger of the ACCMA and ACTIA has been completed. The role of the Alameda CTC has consolidated the fund sources the prior agencies were responsible for and allows for improved coordination between federal and state funding as well as the local sales tax and the vehicle registration fee funds.

The CMA TIP Exchange Program and the CMA TIP program were initiated in 2000. Since inception, the CMA TIP Exchange Program has approved 20 fund exchanges that will allow for over \$115 million in projects to be delivered with local CMA TIP funding. To date, approximately \$69.5 million of local funds have been received through the program. These funds have been programmed to projects sponsored by agencies throughout Alameda County through the CMATIP Program. Currently all CMA TIP Exchange funds are effectively programmed to projects through the CMA TIP program. An exchange was approved concurrent with the 2012 STIP process with \$37 million of Measure B and STIP funds, with a specific set of projects that are scheduled to initiate delivery through FY 2016/17. The remaining exchanges have a receivable of approximately \$9.25 million that is required to support CMA TIP projects that have been approved for funding, but cannot be contracted with funding agreements until the CMA TIP Exchanged funds are received by the Alameda CTC.

With the approval of the recommended policy, staff will revise the terms of future Exchange Agreements to specify that Measure B and/or VRF pass through fund payments may be withheld when payments related to a fund exchange have not been received in a timely manner by the Alameda CTC from the contracted member agency and corresponding amendments to the Measure B and VRF Implementation Guidelines. The policy is further detailed in Attachment C.

Fiscal Impact

There is no fiscal impact. This policy will strengthen the ability to complete the Commission approved exchanges that ultimately fund the projects approved in the CMA TIP program.

Attachments

- A. CMA TIP Exchange Program- Status Summary
- B. CMA TIP Program Summary
- C. CMA TIP Exchange Program Reimbursement Policy

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Matt Todd](#), Principal Transportation Engineer

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CMA TIP Exchange Projects - Status Summary

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 5/31/2013)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 6,378,000	\$ -	Done	E
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 7,531,000		\$ 7,531,000	12/31/15	D
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/13	D
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	Done	E
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps ²	STIP-RIP	\$ 1,147,545	\$ 1,147,545	\$ -	NA	E
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E
16	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 9,314,000	\$ -	Done	E
19	Ex 21	Fremont	Federal Block Grant LSR	STP	\$ 207,900	\$ -	\$ 207,900	12/31/13	D
20	Ex 22	Alameda CTC	Rte 84 Expressway Widening (ACTIA 24)	STIP-RIP	\$ 37,030,000	\$ -	\$ 37,030,000	6/30/17	NA
Exchange Project Totals:					\$ 115,717,625	\$ 69,444,875	\$ 46,272,750		

Notes:

- ¹ E = Agreement Executed
- A = Agreement Amendment in Process
- D = Agreement Draft Form
- N = Agreement Not Initiated
- ² May be adjusted with final project closeout

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CMA TIP Program Summary

Index	Project No.	Sponsor	Project Title	Plan Area	Project Type	Original Prog'd Date	Programmed Amount	Spent to Date	Remaining (Prog'd - Spent)
1	10-005	ACCMA/Ala CTC	CMA TIP Administration	NA	Admin	9/27/01	\$ 309,400	\$ 309,400	\$ -
2	10-010	ACCMA/Ala CTC	Administration	NA	Admin	9/23/04	\$ 379,000	\$ 379,000	\$ -
					Admin Total		\$ 688,400	\$ 688,400	\$ -
3	10-003	ACCMA/Ala CTC	SMART Corridors	1	ITS	9/27/01	\$ 1,176,000	\$ 1,176,000	\$ -
4	10-012	ACCMA/Ala CTC	East Bay Incident and Emergency Management Systems (federal match)	1	ITS	7/22/04	\$ 198,000	\$ 198,000	\$ -
5	10-016	ACCMA/Ala CTC	Smart Corridors Operations & Maintenance	1	ITS	6/23/05	\$ 263,264	\$ 263,264	\$ -
6	10-029	ACCMA/Ala CTC	SMART O&M	1	ITS	3/26/09	\$ 1,451,000	\$ 1,419,327	\$ 31,673
7	10-034	ACCMA/Ala CTC	Grand MacArthur Transportation Mgmt System	1	ITS	7/28/11	\$ 200,000	\$ 184,182	\$ 15,818
					ITS Total		\$ 3,288,264	\$ 3,240,774	\$ 47,491
8	12-001	Alameda	Resurfacing of 1) Santa Clara Avenue from Webster St. - Saint Charles St., and 2) Fernside Blvd from High St. - Pearl	1	LSR Rehab	9/23/04	\$ 959,000	\$ 661,000	\$ 298,000
9	17-001	Albany	Pierce Street Reconstruction (City limits to approx. 410 ft. So. of County Line)	1	LSR Rehab	9/23/04	\$ 178,000	\$ -	\$ 178,000
10	17-002	Albany	Ohlone Greenway Intersection Alignments	1	LSR Rehab	6/23/05	\$ 37,000	\$ 37,000	\$ -
11	17-003	Albany	Albany LSR (Local ARRA) - Solano Ave.	1	LSR Rehab	2/26/09	\$ 193,000	\$ 193,000	\$ -
12	20-002	Berkeley	Spruce St. Safety	1	LSR Rehab	6/23/05	\$ 100,000	\$ -	\$ 100,000
13	20-003	Berkeley	Piedmont Circle Ped. Safety	1	LSR Rehab	6/23/05	\$ 128,000	\$ -	\$ 128,000
14	22-002	Dublin	Amador Valley Blvd (btwn San Ramon Rd. & 300' E. of Village Pkwy)	4	LSR Rehab	9/23/04	\$ 289,000	\$ 289,000	\$ -
15	22-003	Dublin	Annual St. Overlay Program (on Dublin Blvd. & Dougherty Rd.)	4	LSR Rehab	2/23/06	\$ 217,000	\$ -	\$ 217,000
16	22-004	Dublin	Dublin LSR (Local ARRA)	4	LSR Rehab	2/26/09	\$ 694,000	\$ -	\$ 694,000
17	24-003	Emeryville	Emeryville LSR (Local ARRA)	1	LSR Rehab	2/26/09	\$ 144,000	\$ -	\$ 144,000
18	24-004	Emeryville	Park Ave. - Hollis to UP Tracks	1	LSR Rehab	9/23/04	\$ 102,000	\$ -	\$ 102,000
19	24-005	Emeryville	Emeryville LSR (Local Block Grant)	2	LSR Rehab	7/22/10	\$ 117,000	\$ -	\$ 117,000
20	25-002	Fremont	Street Overlay (Bayview, Walnut, Farwell)	3	LSR Rehab	6/23/05	\$ 467,000	\$ -	\$ 467,000
21	26-001	Hayward	Industrial Blvd Pavement Rehab	2	LSR Rehab	6/23/05	\$ 280,000	\$ 280,000	\$ -
22	26-002	Hayward	West A Street Rehab (Match)	2	LSR Rehab	6/23/05	\$ 16,000	\$ -	\$ 16,000
23	26-003	Hayward	Hesperian Blvd Rehab (Tennyson -Sleepy Hollow) -Match	2	LSR Rehab	6/23/05	\$ 22,000	\$ -	\$ 22,000
24	28-001	Livermore	Street Resurfacing -2007	4	LSR Rehab	6/23/05	\$ 178,000	\$ -	\$ 178,000

25	30-003	Newark	2008 Asphalt Concrete Street Overlay		3	LSR Rehab	9/23/04	\$	567,000	\$	567,000	\$	-
26	30-004	Newark	Newark LSR (Local ARRA)		3	LSR Rehab	2/26/09	\$	901,000	\$	901,000	\$	-
27	31-004	Oakland	City of Oakland -Annual Street Resurfacing		1	LSR Rehab	6/23/05	\$	349,000	\$	-	\$	349,000
28	31-005	Oakland	Measure B Match for FedSTP LSR Project		1	LSR Rehab	6/23/05	\$	278,000	\$	-	\$	278,000
29	32-002	Piedmont	Highland Ave Resurfacing		1	LSR Rehab	2/23/06	\$	60,000	\$	-	\$	60,000
30	32-003	Piedmont	Piedmont LSR- (Local ARRA)		1	LSR Rehab	2/26/09	\$	99,000	\$	-	\$	99,000
31	32-004	Piedmont	Piedmont LSR (Local Block Grant)		1	LSR Rehab	7/22/10	\$	60,300	\$	-	\$	60,300
32	33-001	Pleasanton	Bernal Ave -First Street to Windmill Way		4	LSR Rehab	9/23/04	\$	232,000	\$	-	\$	232,000
33	33-002	Pleasanton	West Las Positas Blvd. Resurfacing		4	LSR Rehab	6/23/05	\$	274,000	\$	-	\$	274,000
34	33-003	Pleasanton	Annual St Resurfacing for 2007		4	LSR Rehab	2/23/06	\$	367,000	\$	-	\$	367,000
35	35-002	San Leandro	Floresta Blvd Rehab		2	LSR Rehab	6/23/05	\$	12,000	\$	-	\$	12,000
36	37-001	Union City	Alvarado Niles Street Rehabilitation		3	LSR Rehab	6/26/03	\$	240,000	\$	240,000	\$	-
37	37-003	Union City	3 rehab projects: Whipple Rd: UC Blvd-Dyer St.; B, C, D, E, & 7th, & 8th Sts. & UC Blvd		3	LSR Rehab	9/23/04	\$	519,000	\$	519,000	\$	-
38	37-004	Union City	1) Whipple Rd: UCB- Dyer St; 2) Alvarado-Niles Rd: Western Ave-Osprey Dr. (Local ARRA)		3	LSR Rehab	2/26/09	\$	1,176,000	\$	1,176,000	\$	-
						LSR Rehab Total		\$	9,255,300	\$	4,863,000	\$	4,392,300
39	10-002	ACCMA/Ala CTC	STIP Monitoring and Oversight/ Funding & Programming		NA	Monitoring/ Programming	9/27/01	\$	1,000,000	\$	1,000,000	\$	-
40	10-009	ACCMA/Ala CTC	Project Monitoring		NA	Monitoring/ Programming	1/29/04	\$	855,000	\$	855,000	\$	-
41	10-025	ACCMA/Ala CTC	Project Controls -Consultant Contract		NA	Monitoring/ Programming	3/22/07	\$	500,000	\$	-	\$	500,000
42	10-026	ACCMA/Ala CTC	Project Monitoring -Consultant Contract		NA	Monitoring/ Programming	3/22/07	\$	100,000	\$	41,083	\$	58,917
						Monitoring/ Programming Total		\$	2,455,000	\$	1,896,083	\$	558,917
43	12-002	Alameda/ Alameda CTC/Oakland	I-880 Broadway/Jackson		1	Non-transit Capital	1/26/12	\$	2,500,000	\$	-	\$	2,500,000
44	13-001	Alameda County	Crow Canyon Road Safety Improvements		4	Non-transit Capital	1/29/04	\$	1,450,000	\$	-	\$	1,450,000
45	13-002	Alameda County	Niles Canyon Road Safety Improvements (Paloma Rd & Pleas-Sunol Rd. Intersection)		4	Non-transit Capital	1/26/12	\$	1,500,000	\$	-	\$	1,500,000
46	10-035	ACCMA/Ala CTC	I-680 Sunol Grade (JPA costs)		4	Non-transit Capital	see 10-035 note	\$	199,167	\$	110,255	\$	88,912
47	10-039	ACCMA/Ala CTC	I-238 Widening Project Closeout		2	Non-transit Capital		\$	520,000	\$	-	\$	520,000
48	10-036	ACCMA/Ala CTC	East-West Connector in Fremont		3	Non-transit Capital	1/26/12	\$	14,300,000	\$	-	\$	14,300,000
49	20-001	Berkeley	I-80 Bicycle/Ped Overcrossing Access Enhancements (Eastshore Pedestrian O/C)		1	Non-transit Capital	2/28/02	\$	199,990	\$	199,990	\$	-
50	22-001	Dublin	Dublin Boulevard Widening (Village to Sierra)		4	Non-transit Capital	9/27/01	\$	400,000	\$	400,000	\$	-
51	25-001	Fremont	Washington Blvd. Paseo Padre Grade Separations		3	Non-transit Capital	9/27/01	\$	1,745,000	\$	1,745,000	\$	-

52	25-003	Fremont	Automall Parkway Project		3	Non-transit Capital	1/26/12	\$	3,500,000	\$	-	\$	3,500,000
53	31-003	Oakland	Grand Ave Pedestrian and Transit Bulb (Federal Match)		1	Non-transit Capital	9/9/04	\$	42,000	\$	35,866	\$	6,134
54	31-006	Oakland	Traffic Signal: 73rd/ Garfield		1	Non-transit Capital	6/23/05	\$	275,000	\$	272,846	\$	2,154
55	31-008	Oakland	42nd Ave/High St Access Improvement		1	Non-transit Capital	1/26/12	\$	2,000,000	\$	-	\$	2,000,000
56	32-001	Piedmont	Traffic Signal: Lower Grand Ave at Arroyo & Rose (formerly Linda Ave Rehab)		1	Non-transit Capital	9/23/04	\$	246,178	\$	218,206	\$	27,972
57	35-001	San Leandro	Widen Marina Blvd. (Alvarado to San Leandro)		2	Non-transit Capital	9/27/01	\$	1,610,000	\$	1,610,000	\$	-
58	35-003	San Leandro	Rte 85/Hesperian Blvd/150th Ave Channelization Imps		2	Non-transit Capital	1/26/12	\$	1,000,000	\$	-	\$	1,000,000
59	41-001	Santa Clara VTA	I-880 Mission (Rte 262) phase 1B/2 I/C		3	Non-transit Capital	1/26/12	\$	3,500,000	\$	-	\$	3,500,000
						Non-transit Capital Total		\$	34,987,335	\$	4,592,163	\$	30,395,172
60	10-023	ACCMA/Ala CTC	ACCMA-Other Post-Employment Benefits (OPEB) and Core Function Shortfall Funding	NA		Other	1/25/07	\$	1,027,170	\$	757,090	\$	270,080
61	10-030	ACCMA/Ala CTC	Vehicle Registration Fee Polling & Expenditure Plan Development	CW		Other	10/22/09	\$	390,000	\$	390,000	\$	-
61	10-033	Alameda CTC	FY 10/11 ACCMA Operating Budget Shortfall	NA		Other	5/26/11	\$	652,000	\$	317,000	\$	335,000
61	10-037	Alameda CTC	RIP-TE Reserve Exchange	CW		Other	1/26/12	\$	730,000	\$	-	\$	730,000
						Other Total		\$	2,799,170	\$	1,464,090	\$	1,335,080
62	10-001	ACCMA/Ala CTC	I-880 North County Operations & Safety Study/ PSR	1		Project Dev/Studies	9/27/01	\$	314,622	\$	314,622	\$	-
63	10-006	ACCMA/Ala CTC	FAIR Lanes Study and Dynamic Ridesharing Pilot Project	4		Project Dev/Studies	12/19/02	\$	70,200	\$	70,200	\$	-
64	10-007	ACCMA/Ala CTC	I 880 PSR	1		Project Dev/Studies	10/24/02	\$	300,000	\$	300,000	\$	-
65	10-011	ACCMA/Ala CTC	I-680 Sunol Grade	4		Project Dev/Studies	1/29/04	\$	1,300,833	\$	925,340	\$	375,493
66	10-013	ACCMA/Ala CTC	I-580, I-680, and Rt 84 Corridors: Operational Analysis (aka, Triangle Analysis)	4		Project Dev/Studies	11/18/04	\$	200,000	\$	200,000	\$	-
67	10-015	ACCMA/Ala CTC	CMA Countywide Travel Model Update	CW		Project Dev/Studies	3/24/05	\$	400,000	\$	400,000	\$	-
68	10-017	ACCMA/Ala CTC	I-880 N. Safety Improvement Project at 23rd/29th (RM2 project)	1		Project Dev/Studies	9/27/01	\$	3,042,378	\$	896,820	\$	2,145,558
69	10-018	ACCMA/Ala CTC	Alameda County Soundwall Project Development	CW		Project Dev/Studies	11/17/05	\$	3,693,000	\$	3,325,647	\$	367,353
70	10-019	ACCMA/Ala CTC	Central County Freeway Study	2 or 4?		Project Dev/Studies	4/27/06	\$	720,000	\$	324,664	\$	395,336
71	10-020	ACCMA/Ala CTC	Infrastructure Bond -Scoping Documents	CW		Project Dev/Studies	7/27/06	\$	1,990,000	\$	1,990,000	\$	-
72	10-021	ACCMA/Ala CTC	Travel Choice Program	1		Project Dev/Studies	10/27/05	\$	150,000	\$	150,000	\$	-
73	10-022	ACCMA/Ala CTC	EB I-580 HOT Lane Study	4		Project Dev/Studies	9/28/06	\$	420,000	\$	415,617	\$	4,383
74	10-024	ACCMA/Ala CTC	I-80 ICM Project Development	1		Project Dev/Studies	2/22/07	\$	1,057,000	\$	1,053,089	\$	3,911
75	10-027	ACCMA/Ala CTC	I-880 SB HOV Project Development	1		Project Dev/Studies	4/26/07	\$	11,077,000	\$	7,720,233	\$	3,356,767

76	10-028	ACCMA/Ala CTC	Developing Tools for Improving Truck Demand Models	CW	Project Dev/Studies	7/26/07	\$	60,000	\$	60,000	\$	-
77	10-031	ACCMA/Ala CTC	Countywide Bike Plan Update	CW	Project Dev/Studies	6/9/09	\$	35,000	\$	-	\$	35,000
78	24-001	Emeryville	I-80 Ashby/Bay Interchange	1	Project Dev/Studies	4/25/02	\$	813,000	\$	686,114	\$	126,886
79	24-002	Emeryville	Intermodal Transfer Station	1	Project Dev/Studies	1/29/04	\$	890,000	\$	-	\$	890,000
80	30-001	Newark	Central Ave Overpass at UPRR	3	Project Dev/Studies	1/29/04	\$	630,000	\$	-	\$	630,000
81	30-002	Newark	Thorton Ave Widening	3	Project Dev/Studies	1/29/04	\$	405,000	\$	-	\$	405,000
82	31-001	Oakland	MacArthur BART Station Transit Village - Comprehensive Plan	1	Project Dev/Studies	9/27/01	\$	500,000	\$	480,156	\$	19,844
				Project Dev/Studies Total			\$	28,068,033	\$	19,312,502	\$	8,755,531
83	39-001	City Car Share	City Car Share Marketing	1	TDM	9/25/03	\$	40,000	\$	40,000	\$	-
					TDM Total		\$	40,000	\$	40,000	\$	-
84	11-001	AC Transit	Bus Purchase	1,2,3	Transit Capital/TOD	1/29/04	\$	4,000,000	\$	4,000,000	\$	-
85	11-002	AC Transit	East Bay Rapid Transit	1,2	Transit Capital/TOD	1/26/12	\$	5,000,000	\$	-	\$	5,000,000
86	10-014	ACCMA/Ala CTC	International/Telegraph Rapid Bus Corridor Project	1	Transit Capital/TOD	12/23/04	\$	4,305,831	\$	4,305,831	\$	-
87	10-008	ACCMA/Ala CTC	ACE Trackage and Maintenance Improvements	4	Transit Capital/TOD	9/27/01	\$	2,500,000	\$	(378,150)	\$	2,878,150
88	40-001	Ala Co. Surplus Property Authority	East Dublin/ Pleasanton BART Transit Center	4	Transit Capital/TOD	2/28/02	\$	3,675,000	\$	3,675,000	\$	-
89	14-002	Alameda County Redevelopment Agency	Ashland/ Bayfair BART Transit Center (Federal Match)	2	Transit Capital/TOD	8/28/03	\$	259,000	\$	259,000	\$	-
90	18-001	BART	AFC Modernization	CW	Transit Capital/TOD	1/29/04	\$	2,283,000	\$	2,247,145	\$	35,855
91	18-002	BART	Warm Springs Extension	3	Transit Capital/TOD	9/27/01	\$	2,163,000	\$	2,162,804	\$	196
92	18-003	BART	West Dublin BART Station	4	Transit Capital/TOD	1/29/04	\$	6,900,000	\$	6,900,000	\$	-
93	31-007	Oakland	Coliseum TOD Utility Undergrounding	1	Transit Capital/TOD	9/22/05	\$	500,000	\$	500,000	\$	-
94	19-001	Oakland -CEDA	Downtown Intermodal Transit Center	1	Transit Capital/TOD	1/29/04	\$	1,450,000	\$	804,548	\$	645,452
95	37-002	Union City	Union City Intermodal Station	3	Transit Capital/TOD	1/29/04	\$	1,000,000	\$	1,000,000	\$	-
Transit Capital/TOD Total							\$	34,035,831	\$	25,476,177	\$	8,559,654
Program Totals (All Projects)							\$	115,617,333	\$	61,573,189	\$	54,044,144

CMA TIP EXCHANGE PROGRAM REIMBURSEMENT POLICY

PURPOSE

The Exchange Program Reimbursement Policy provides a process by which the Alameda CTC will withhold Measure B and/or Vehicle Registration Fee (VRF) pass-through funds from a member agency when a payment required for an approved fund exchange has not been received by the Alameda CTC in a timely manner. The revenue generated by the Exchange Program provides local funding that is in turn programmed by the Alameda CTC to other projects. A delay of payments to the Exchange Program results in the inability of the Alameda CTC to meet the funding commitments made to other projects and member agencies.

The goals of this policy are to:

- Promote timely receipt of Exchange Program revenue;
- Facilitate the budgeting of Exchange Program revenue; and
- Allow for timely payment by the Alameda CTC to projects programmed to receive funding generated by the Exchange Program (i.e. through the CMA TIP program).

POLICY PROVISIONS

- A. The Exchange Program is utilized when a project sponsor has the ability to accept federal (or state) funding for an eligible transportation project that also has local funds available to fund a transportation project. The Alameda CTC programs federal (or state) funding to the project sponsor and the project sponsor completes the transportation project, receives the federal (or state) reimbursement for the transportation project expenditures, and then provides the Alameda CTC with the local funds that would otherwise have been used for the project. Not every project is a good candidate for a fund exchange.

The Exchange Program provides funding for projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The local CMATIP funds are primarily used for projects that either do not have the ability to make use of state or federal funds, or projects that would face unacceptable delays if state or federal funds were used. It is necessary for the Alameda CTC to receive the local funds provided through these exchange agreements on a timely basis to effectively administer the overall program work.

- B. By agreeing to an exchange project and return payment arrangement, the exchange project sponsor agrees to pay Alameda CTC a return payment amount in local funds. The exchange project sponsor endeavors to deliver the project on the agreed upon schedule and request reimbursements of project costs from the source of the exchanged funds (ie. Caltrans for federal funds) on a monthly basis. No later than ten (10) days after receiving reimbursement from the funding agency the exchange project sponsor pays to Alameda CTC an amount equal to the amount of the return payments until the amount of the agreed upon return payment is paid in full to the Alameda CTC.
- C. Alameda CTC agrees to work with exchange project sponsor if the project is delayed or prevented from paying any portion of the return payments to Alameda CTC due to delays caused by the agency administering the grant funding (i.e. Caltrans) or other factors beyond the control of exchange project sponsor, so long as exchange project sponsor proceeds with due diligence to overcome all such delays as quickly as possible. Sponsor is required to give Alameda CTC reasonable notice of any such delay.
- D. The exchange project sponsor shall notify the Alameda CTC within 10 days if the total amount of funds allocated and/or obligated differs from the terms of the exchange agreement approved by the Alameda CTC. If the allocation/ obligation amount is less than the terms of the Alameda CTC approved exchange, Alameda CTC will work with the exchange partner to define the revised exchange amount and return payment to the Alameda CTC. The return payment amount and the exchange sponsor's obligation to pay the return to Alameda CTC, shall remain unchanged if the allocation/obligation amount is greater than the exchange amount.
- E. Sponsor will be required to report on the project status including:
- Notify Alameda CTC within 10 days of initiation of project (i.e. contract for project scope executed or initiation of project expenses)
 - Notify Alameda CTC within 10 days of submittal of initial reimbursement of programmed funds (i.e. reimbursement request to Caltrans)
 - Once reimbursement is initiated, a monthly status of the project, reimbursement requests, and exchange payments until the exchange is completed
- F. If there is a delay in payment beyond the payment timeline (see paragraph B), the Alameda CTC will withhold up to an equivalent amount from the exchange sponsor's scheduled Measure B and/or VRF pass-

through payments until all CMA TIP expected payments have been recovered.

- a. A notice will be sent to the exchange project sponsor requesting the overdue exchange agreement payment no less than 90 days prior to the date the Alameda CTC will commence withholding of Measure B and/or VRF pass-through funds. The notice will provide a start date for the withholding of funds.
 - b. Exchange project sponsors will have 60 days from the date of the receipt of the notice to make the requested payment. If payment is not received within the time period provided in the notice, then the withholding of funds will commence until an amount of Measure B pass-through funds, equal to the amount of the exchange payment that is due, has been withheld.
- G. Once the withholding of pass-through funds is complete, a notice will be provided to the sponsor stating the financial obligations of the Exchange agreement have been fulfilled and the payment of pass-through funds will resume.

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: Fiscal Year 2012-13 Annual Measure B/VRF Program Compliance Workshop

RECOMMENDATION: Receive an update on the upcoming Fiscal Year 2012-13 Annual Program Compliance Workshop

Summary

This is an informational update on Alameda County Transportation Commission (Alameda CTC)'s Annual Compliance Workshop for all jurisdictions that received Measure B and Vehicle Registration Fee (VRF) pass-through funds during fiscal year 2012–2013.

The Annual Compliance Workshop is scheduled for Tuesday, September 17, 2013, from 10 a.m. to 12 p.m. at the Alameda CTC's offices.

Each December, Measure B/VRF pass-through recipients are required to submit Audited Financial Statements and Annual Compliance Reports to Alameda CTC. These reports detail the past fiscal year's Measure B/VRF expenditures and future planned uses of these transportation dollars. Alameda CTC holds a mandatory Annual Compliance Workshop for local jurisdictions to guide and streamline the information collection process.

During the workshop, staff reviews compliance reporting requirements and provides instructions for completing the Audited Financial statements and Annual Compliance Reporting Forms.

Background

In the spring of 2012, jurisdictions eligible for Measure B and VRF pass-through funds signed a new Master Programs Funding Agreement (MPFA) which outlines eligible expenditures, reporting requirements, and policies on the timely use of funds. Each year, Measure B/VRF pass-through recipients are required to submit audited financial statements and compliance reports to Alameda CTC. These reports document Measure B pass-through fund expenditures for four types of programs: bicycle and pedestrian, local transportation (including streets and roads), mass transit, and paratransit. These reports also document VRF pass-through fund expenditures for the local streets and roads program.

Jurisdictions that receive Measure B and VRF pass-through funds are required to submit these end-of-year reports annually to report on the following deliverables:

- Road miles served
- Population
- Newsletter article published in the recipient's or Alameda CTC's newsletter
- Website coverage of the project
- Signage about Measure B and VRF funding
- Pavement Condition Index
- Complete Streets Policy Adoption
- Timely Use of Funds – expeditious use of funds
- Reserve Policy – plan of reserve expenditures

Each year, Alameda CTC holds a mandatory Annual Compliance Workshop to guide recipients through the financial audit and compliance requirements and process.

For the FY 2011-12 Annual Compliance Report, Alameda CTC initiated the first year of the new MPFA's Timely Use of Funds Policy. This policy requires recipients to develop an implementation plan using Measure B/VRF reserve balances within specific reserve timeframes. Thus, as part of the FY 2011-12 Annual Compliance Report, jurisdictions declared Measure B/VRF planned expenses from FY 2012-13 to FY 2015-16.

Alameda CTC will compare last year's Compliance Reports' planned activities to the recipients' FY 2012-13 Annual Compliance Report due this December 2013. Recipients' actual FY 2012-13 expenditures must reflect project expenditures reported as planned and as reserve projects in the previous year's Compliance Report. Alameda CTC will track planned verses actual expenditures of the funds in the implementation of the TUF Policy.

These requirements will be discussed in detail at the Compliance Workshop. For the FY 2012-13 Measure B/VRF reporting year, Alameda CTC's Annual Compliance Workshop is scheduled for Tuesday, September 17, 2013 from 10 a.m. to 12 p.m. at the Alameda CTC offices.

The Measure B/VRF Audited Financial Statements are due December 27, 2013 and the Program Compliance Reports are due December 31, 2013 for the FY 2012-13 reporting period.

Compliance reporting forms and instructions will be available on the Alameda CTC's website prior to the workshop. Refer here: http://www.alamedactc.org/app_pages/view/4136.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[John Hemiup](#), Senior Transportation Engineer



Memorandum

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: Proposition 1B Bond Program Update and the California Transportation Commission August 2013 Meeting Summary

RECOMMENDATION: Receive an update on the Alameda CTC Proposition 1B Bond Program and the California Transportation Commission August 2013 Meeting Summary.

Summary

In 2006, in response to the substantial demand for funding to improve the Bay Area's highway system and aging infrastructure, the Alameda CTC embarked on an aggressive endeavor to attract funding from the Proposition 1B (Prop 1B) Programs for vital highway projects throughout Alameda County. In collaboration with other regional agencies and the Alameda CTC's I-Bond Working Group, a program of ten Alameda County candidate projects with a combined total cost of \$429.3 million was submitted through the Metropolitan Transportation Commission (MTC) to the California Transportation Commission (CTC) to compete statewide for Prop 1B funds.

Ultimately, seven of the ten Alameda County candidate projects were selected by the CTC (Table 1). In August 2013, the CTC approved the allocation of \$73.4 million in TCIF I-Bond funding for the final project in the Alameda CTC Highway Bond Program. With the allocation for this final project in the Alameda CTC Highway Bond Program, Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million construction program and achieved a major milestone in our continuing mission to plan, fund and deliver projects to improve mobility and to foster a vibrant and livable Alameda County.

Background

The Prop 1B Corridor Mobility Improvement Account (CMIA) program was a \$4.5 billion state wide competitive program, of which \$1.8 billion was available to Northern California aimed at improving performance on highly congested corridors. The CMIA statute required that the funds be used for "performance improvements on the state highway system, or major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors."

In 2006, the Board authorized initial funding of \$2 million in CMA TIP funds to initiate and complete project development activities for candidate projects for the Alameda County I-Bond Program. In November 2006, the Board approved and forwarded a final list of Alameda County projects and required project applications to MTC.

MTC's final recommendation which was submitted to the CTC, was adopted in January 2007, and included projects valued at \$1.9 billion. Ten Alameda County projects with a combined total cost of \$429.3 million were incorporated in the final recommendation to compete for funding from the I-Bond CMIA Fund, I-Bond Trade Corridors Improvement Fund (TCIF) Program, the ITS component of the I-Bond or Traffic Light Synchronization Program (TLSP) and the ITIP portion of the I-Bond. Ultimately, seven of the ten Alameda County candidate projects were selected by the CTC (Table 1) and all have been successfully delivered within the stringent Prop 1B deadlines.

Table 1: Prop 1 B Bond Program (\$ x million)			
Highway Project Description	Total Project Cost	Bond Funds	Bond Type
1. I-580 Eastbound HOV Lane (Segments 1, 2 & 3 – AUX Lanes)	\$137.2	\$55.2	CMIA
2. I-580 Westbound HOV Lane (East & West Segments)	\$143.9	\$82.4	CMIA
3. Isabel Ave., I-580 / Route 84 Interchange	\$111.7	\$45.3	CMIA
4. I-880 Southbound HOV Lane (North & South Segments)	\$106.5	\$82.6	CMIA
5. I-80 ICM (Sub-projects 1-6)	\$80.0	\$66.2	CMIA, TLSP
6. Route 84 Expressway (North & South Segments)	\$122.0	\$16.1	CMIA
7. I-880 North Safety and Operational Improvements at 23 rd /29 th Aves	\$99.9	\$73.4	TCIF
Total:	\$801.2	\$421.2	

In August 2013, the CTC approved the allocation of \$73.43 million in TCIF I-Bond funding for the final project in the Alameda CTC Highway Bond Program, the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project (Attachment A). With this allocation, the Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million construction program and achieved a major milestone in our continuing mission to plan, fund and deliver projects to improve mobility and to foster a vibrant and livable Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. August 2013 CTC Summary for Alameda County Projects/Programs

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Raj Murthy](#), Program Manager, Project Controls Team,

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August 2013 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 State Transportation Improvement Program (STIP)	CTC staff presented the 2014 STIP Fund Estimate and program guidelines.	Approved
Alameda CTC	Trade Corridor Improvement Fund (TCIF)/ I-880 Reconstruction, 29th-23rd Avenue project	Allocate \$73.4 M TCIF funds for the Construction Phase of the I-880 Reconstruction, 29th-23rd Avenue project.	Approved
Caltrans	State Route 238 Local Alternative Transportation Improvement Program (LATIP)/ Route 238 Corridor Improvements (from Industrial Parkway to the I-580 ramp near Apple Avenue)	Allocate \$8.1 Million for the LATIP Route 238 Corridor Improvements project	Approved
Caltrans	American Recovery and Reinvestment Act of 2009 (ARRA) / State Route 24 Caldecott Tunnel 4th Bore Project	Allocate \$2.8 Million supplemental ARRA funds for construction support phase of the State Route 24 Caldecott Tunnel Fourth Bore project.	Approved

http://www.dot.ca.gov/hq/transprog/ctcbooks/2013/0813/00_Timed.pdf

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Memorandum

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: I-580 Express Lane Project (RM2 Subproject 32.1f, APN 720.4/724.1):
Approve the Initial Project Report for MTC Allocation of Regional Measure 2 Funds

RECOMMENDATION: Approve the Initial Project Report and Resolution 13 -009 to Request MTC allocation of Regional Measure 2 Funds for Construction of the I-580 Express (HOT) Lane Project

Summary

The Eastbound I-580 Express (HOT) Lane Project proposes to convert the newly constructed eastbound High Occupancy Vehicle (HOV) Lane from Hacienda Drive to Greenville Road to a double lane express lane facility and the westbound HOV lane (currently under construction) from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

Originally, \$1,500,000 Regional Measure 2 (RM2) funds were allocated towards environmental clearance and preliminary engineering work for I-580 Express (HOT) Lane project. The Alameda CTC is submitting an allocation request of \$3,996,812 in RM2 funds is being submitted to Metropolitan Transportation Commission (MTC) at the October 2013 meeting. The requested RM2 funds will be used for construction of this project. Approval of an Initial Project Report (IPR) update and an Alameda CTC Resolution is a requirement for a RM2 fund allocation.

Background

The Eastbound I-580 Express (HOT) Lane Project proposes to convert the newly constructed eastbound HOV Lane from Hacienda Drive to Greenville Road to a double lane express lane facility and the westbound HOV lane (currently under construction) from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

The environmental document for the westbound component of the I-580 Express Lane Project is already approved. The Project Report and Environmental Document (PA&ED) approval for the eastbound component is targeted for completion in fall 2013. The construction work will start immediately after on-going I-580 Westbound HOV Lane (east and west segments) and I-580 Eastbound Auxiliary Lane Projects are completed in 2014.

At this time, \$53 million in RM2 funds have been programmed for the highway improvements along I-580. A total of \$50,466,032 have been allocated to various I-580 projects to date, leaving \$2,533,968 available for an allocation to I-580 Express (HOT) Lane Project. Several I-580 Corridor Improvement projects funded from RM2 funds are complete, leaving a balance of \$1,462,844 RM2 funds. Table 1 below summarizes status of various RM2 funded I-580 Corridor Improvement projects, RM2 allocations, expenditures and balances:

I-580 Corridor Improvement Projects									
RM2 Funding Summary									
Sep-13									
No.	RM2 Sub Project No.	CMA Project No.	Description	Status	Allocation No.	RM2 Allocated Amount	Expended/ Needed	Available	Comments
1	32.1a	429.0	I-580 Tri-Valley Rapid Corridor Management	Complete	05336401, 07366403, 07366408 & 09366420	\$1,500,000	\$1,149,231.13	\$350,768.87	
2	32.1b	420.1	I-580 Tri-Valley Rapid TMP Project	Complete	05366401, 07366404 & 07366409	\$11,500,000	\$11,460,509.78	\$39,490.22	
3	32.1c	420.2	I-580 Tri-Valley Rapid First Street Soundwall	Complete	05366401, 07366405 & 07366410	\$2,500,000	\$2,487,378.50	\$12,621.50	
4	32.1d	720.0/720.5	EB I-580 Improvements (EB HOV and Aux Lane)	See comments	05366401, 06366402, 07366406, 08366413, 08366415, 09366422, 10366426, 12366428, 12366430, 12366429, 13366432, 08366416 & 13366433	\$14,186,032	\$13,131,098.80	\$1,054,933.20	Sub project 32.1d covers two projects: EB HOV project and aux lane project. HOV project is complete and aux lane project currently in construction. Balance shown is from the HOV project. Aux lane project is fully funded and not expected to require any additional RM2 funds.
5	32.1e	420.3	I-580 Tri-Valley Landscape	On-going	07366411, 11366427 and 12366431	\$2,300,000	\$2,300,000.00	\$0.00	
6	32.1f	720.4/724.1	Environmental Clearance & Preliminary Engineering on HOT Elements on I-580	On-going	09366418, 09366419 & 09366421	\$1,500,000	\$1,500,000.00	\$0.00	
7	32.2	721.0/724.0	I-580 Tri-Valley Rapid Corridor WB & I-580/680 Interchange Modifications	On-going	06366402, 07366407 , 08366417, 07366412, 10366423, 10366424 & 10366425	\$16,980,000	\$16,974,969.54	\$5,030.46	I-580 WB HOV is currently in construction and no additional need of RM2 funds. I-580/680 Interchange work is complete.
Total						\$50,466,032	\$49,003,187.75	\$1,462,844.25	
Note: Balance amount shown for each project is from the highlighted MTC allocation number.									

Fiscal Impact: The fiscal impact for approving this item is \$3,996,812; the action will authorize the encumbrance of additional project funding for subsequent expenditure. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Attachments

- A. Fact Sheet- I-580 Express (HOT) Lane Project
- B. RM2 Initial Project Report update
- C. Alameda County Transportation Commission Resolution 13-009

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Gary Sidhu](#), Project Controls Team

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FACT SHEET – Subproject 32.1f – I-580 Express (HOT) Lane Project.

Subproject Description:

The I-580 Express (HOT) Lane Project has eastbound and westbound components. The Eastbound I-580 Express (HOT) Lane will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express (HOT) Lane will convert the westbound HOV lane (currently under construction) to a single express lane facility from west of Greenville Road to west of the San Ramon Road/Foothill Road Overcrossing in Dublin/Pleasanton. The I-580 Express (HOT) Lane civil construction contract will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment and software.

Need and Purpose:

I-580 corridor in the Tri-Valley area is currently ranked as one of the most congested in the Bay area. The corridor serves commuters and freight traffic between the Central Valley and various Bay area destinations. I-580 experiences congestion in the morning and evening commute hours. The travel forecasts for I-580 Corridor indicate significant future traffic growth. This project address congestion resulting from current and projected traffic growth, saves travel time, provides the option for single occupants to use the express lanes, improves air quality and improves traffic operations and safety.

Subproject Status:

The Project Report and Environmental Document (PA&ED) approval for the west express lane is complete. PA&ED for the eastbound side is targeted for completion in August 2013. Design work is targeted for completion in April 2014. Civil construction work will start immediately following construction completion of on-going I-580 Westbound HOV Lane and I-580 Eastbound Auxiliary Lane projects in fall 2014. The System Integrator will be the last component of express lane construction and will be completed by fall 2015 when express lanes will open to traffic.

Subproject Cost and Funding:

PHASE	COST	PROPOSED FUNDING- RM2
Prelim Eng/Environmental (Scoping only)	\$3,620,059	\$1,500,000
Design (Civil)	\$5,048,279	
System Integrator	\$18,216,319	
Right-of-Way	\$370,000	
Construction Capital/Support (Civil)	\$27,717,709	\$3,996,812
TOTAL	\$54,972,366	\$5,496,812

Subproject Schedule:

PHASE	BEGIN	END
Prelim Engr/Environmental	September 2008	December 2013
Design	May 2013	April 2014
Right-of-Way	May 2013	May 2014
Construction Civil and System Integrator	Fall 2014	Fall 2015

Regional Measure 2

Initial Project Report (IPR)

I-580 – Tri-Valley Rapid Transit Corridor Improvements

#32.1f I-580 Express (HOT) Lane Project

**Submitted by
Alameda County Transportation Commission**

September 2013

Regional Measure 2

Initial Project Report (IPR)

Project Title:

I-580 Express (HOT) Lane Project

RM-2 Project No.

32.1f

Allocation History:

\$1,500,000 RM2 funds have been allocated to Project 32.1f to date for preliminary engineering and environmental studies.

Previous allocations to Subproject 32.1f are summarized in the table below:

Previous Allocation Requests: I-580 Express (HOT) Lane Project (#32.1f)

Allocation Date (No.)	Amount Allocated	Phase Requested
Aug. 27, 2008 (09366418)	\$100,000	Environmental (FY 08/09)
Sep. 24, 2008 (09366419)	\$900,000	Environmental (FY 08/09)
Nov 26, 2008 (09366421)	\$500,000	Environmental (FY 08/09)

TOTAL: \$1,500,000

Current Allocation Request: Construction of I-580 Express (HOT) Lane Project (#32.1f)

An allocation of \$3,996,812 is requested to fund construction phase for subproject 32.1f, I-580 Express (HOT) Lane Project.

New Allocation IPR Revision Date	Amount Requested	Phase Requested
Oct 24, 2013	\$3,996,812	CON (FY 13/14)

I. OVERALL PROJECT INFORMATION

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

The Alameda County Transportation Commission (Alameda CTC) is the Project Sponsor for the I-580 Express (HOT) Lane Project. The Alameda CTC is the lead agency for the PA&ED, design and right of way phases. Construction will be administered by Caltrans.

B. Project Purpose: I-580 corridor in the Tri-Valley area is currently ranked as one of the most congested in the Bay area. The corridor serves commuters and freight traffic between the Central Valley and various Bay area destinations. Route 580 experiences congestion in the morning and evening commute hours. The travel forecasts for I-580 Corridor indicate significant future traffic growth. This project address congestion resulting from current and projected traffic growth, saves travel time, provides the option for single occupants to use the express lanes, improves air quality and improves traffic operations & safety.

C. Project Description (please provide details)

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

The I-580 Express (HOT) Lane Project has eastbound and westbound components. The Eastbound I-580 Express (HOT) Lane will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express (HOT) Lane will convert the westbound HOV lane (currently under construction) to a single express lane facility from west of Greenville Road to west of the San Ramon Road/Foothill Road Overcrossing in Dublin/Pleasanton. The I-580 Express (HOT) Lane civil construction contract will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment and software.

D. Impediments to Project Completion

No impediments to project completion have been identified.

E. Operability

The Alameda CTC as the sponsor of the I-580 Express (HOT) Lane Project will operate and maintain express lanes. California Department of Transportation as the owner and operator of state highway system will operate and maintain the general purpose lanes and other elements not related to the express lane system.

II. PROJECT PHASE and STATUS

F. Environmental –Does NEPA Apply: ☒ Yes ☐ No

The environmental document Categorical Exemption/Exclusion (CE) for the westbound side was approved on August 2, 2013. The environment document Initial Study/Environmental Assessment (IS/EA), for eastbound is targeted for completion in December 2013. No environmental permits or mitigation are needed for the I-580 Express (HOT) Lane Project.

G. Design –

The Plans, Specifications & Estimate (PS&E) for the combined eastbound and westbound components is targeted for completion by January 2014. The target date for final design (RTL milestone) is April 2014. The advertisement and award process is expected to be completed by August 2014.

H. Right-of-Way Activities / Acquisition –

No right of way acquisition or utility relocation is required for this project. Service connections for power supply are to be provided by Pacific Gas & Electric (PG&E) Company. Service applications have already been submitted to PG&E. PG&E approval and establishment of service connections is targeted to be completed by December 2013.

I. Construction / Vehicle Acquisition -

Construction of I-580 Express (HOT) Lane Project is expected to start in fall 2014. The civil construction component will be completed first. The System Integrator, the last component of express lanes implementation, will be completed by fall 2015, when the express lanes will open to traffic.

III. PROJECT BUDGET**J. Project Budget (Escalated to year of expenditure)**

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (Scoping only)	\$3,620
Design - Plans, Specifications and Estimates (PS&E) (Civil)	\$5,048
System Integrator	\$18,216
Right-of-Way Activities /Acquisition (R/W)	\$370
Construction (CON Civil)	\$27,718
Total Project Budget (in thousands)	\$54,972

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

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (Scoping only)	\$3,620
Design - Plans, Specifications and Estimates (PS&E)	\$5,048
System Integrator	\$18,216
Right-of-Way Activities /Acquisition (R/W)	\$370
Construction (CON Civil)	\$27,718
Total Project Budget (in thousands)	\$54,972

IV. OVERALL PROJECT SCHEDULE (Schedule covers phases for all three segments)

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Preliminary Engineering/Environmental (Scoping Only)	N/A	N/A
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	September 2008	December 2013
Final Design - Plans, Specs. & Estimates (PS&E)	May 2013	April 2014
Right-of-Way Activities /Acquisition (R/W)	May 2013	April 2014
Construction (CON)	Fall 2014	Fall 2015

V. ALLOCATION REQUEST INFORMATION**L. Detailed Description of Allocation Request**

This allocation is required for construction phase of the I-580 Express (HOT) Lane Project. Environmental phase is targeted for completion in December 2013 with completion of Design phase in April 2014. Other non-RM2 funding in project include Measure B, TVTC, TCRP (LONP), ARRA and federal IMD funds. Various agreements and approvals for these funds sources have already been completed. The Alameda County Transportation Commission has already approved use of these funds. An additional \$30,000,000 is needed to fully fund system integration and construction of this project. Alameda CTC is pursuing Federal TIGER Grant and other funding options to fully fund the project.

Amount being requested (in escalated dollars)	\$3,996,812
Project Phase being requested	Construction
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	September 26, 2013
Month/year being requested for MTC Commission approval of allocation	October 2013

M. Status of Previous Allocations (if any)

A total of \$1,500,000 RM-2 funds have been allocated to date for I-580 Express (HOT) Lane Project for environmental studies and Preliminary Engineering design work.

N. Workplan

Workplan in Alternate Format Enclosed ☐

TASK NO	Description	Deliverables	Completion Date
1	Scoping Phase	Project Study Report (PSR)	N/A
2	Preliminary Engineering/ Environmental Document	Project Approval and Environmental Document (PA&ED)	December 2013
3	PS&E	Construction Contract Ready to List	April 2014
4	Right of Way	Right of Way Acquisition	April 2014
5	Construction	Construction Complete	Fall 2015

O. Impediments to Allocation Implementation

No impediments to allocation implementation have been identified.

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

Next Anticipated RM-2 Funding Allocation Request

Not applicable

VII. GOVERNING BOARD ACTION

Check the box that applies:

☐ Governing Board Resolution attached

☒ Governing Board Resolution to be provided on or before: October 1, 2013

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Stewart D. Ng

Phone: 510-208-7400

Title: Deputy Director of Programming and Projects

E-mail: stewartng@alamedactc.org

Information on Person Preparing IPR

Name: Gary Sidhu

Phone: 510-208-7421

Title: Project Manager

E-mail: gsidhu@alamedactc.org

Applicant Agency's Accounting Contact

Name: Lily Balinton

Phone: 510-208-7416

Title: Accounting Manager

E-mail: LBalinton@alamedactc.org

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION****RESOLUTION 13-009****Allocation Request for the Subproject 32.1f:
I-580 Express (HOT) Lanes Project****Commission Chair**

Supervisor Scott Haggerty, District 1

Commission Vice ChairCouncilmember Rebecca Kaplan,
City of Oakland**AC Transit**

Director Elsa Ortiz

Alameda CountySupervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5**BART**

Director Thomas Blalock

City of Alameda

Vice Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Peggy Thomsen

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor Tim Sbranti

City of Emeryville

Councilmember Ruth Atkin

City of Fremont

Councilmember Suzanne Chan

City of Hayward

Councilmember Marvin Peixoto

City of Livermore

Mayor John Merchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Vice Mayor Larry Reid

City of Piedmont

Mayor John Chiang

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Vice Mayor Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

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 Subproject 32.1f: I-580 Express (HOT) 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, describes the project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC allocate Regional Measure 2 funds.

Now, Therefore, Be It 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 32.1f: I-580 Express (HOT) Lanes 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 \$3,996,812 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						
32.1f I-580 Express (HOT) Lanes Project	PA/ED Design	1,500		1,500	1,500	
	Construction Right of Way		3,997	3,997	3,997	3,997
	Total	1,500	3,997	5,497	5,497	3,997

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 County Transportation Commission at the regular meeting of the Commission held on Thursday, September 26, 2013 in Oakland, California by the following votes:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Scott Haggerty, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

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Memorandum

7.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: I-580 Corridor Improvement Projects (Various): Amendments to the Existing Cooperative Agreements and a New Cooperative Agreement with Caltrans

RECOMMENDATION: Amend the existing Cooperative Agreements and enter into a new Cooperative Agreement to implement Change Order work for the I-580 Express (HOT) Lane Project (APN 720.4/724.1).

Summary

The Eastbound I-580 Express (HOT) Lane Project proposes to convert the newly constructed eastbound High Occupancy Vehicle (HOV) Lane from Hacienda Drive to Greenville Road to a double lane express lane facility and the westbound HOV lane (currently under construction) from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

Staff proposes to construct some of the express lane elements through the Contract Change Order (CCO) process under the on-going construction contracts along I-580 Corridor.

Background

The Eastbound I-580 Express (HOT) Lane Project proposes to convert the newly constructed eastbound HOV Lane from Hacienda Drive to Greenville Road to a double lane express lane facility and the westbound HOV lane (currently under construction) from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

The environmental document for the westbound component has already been approved. The Project Report and Environmental Document (PA&ED) approval for the eastbound component is targeted for completion in December 2013. The construction of these projects will start immediately after the I-580 Westbound HOV Lane (east and west segments) and I-580 Eastbound Auxiliary Lane Projects are completed in 2014.

Staff proposes to construct some of the express lane elements through the CCO process under the on-going construction contracts, I-580 Westbound HOV East and West Segments, I-580 Eastbound Auxiliary Lane and the Freeway Performance Initiative (FPI)

Project along the I-580 Corridor. Getting this work done through CCO's is critical in order to avoid working in the environmentally sensitive areas, disturbing recently constructed pavement and other elements under the on-going construction contracts and to expedite construction completion of the express lane projects.

The CCO work will be funded from the budget included in the funding plans for I-580 Westbound HOV – (PN 724.4/724.5), I-580 Express (HOT) Lane Project (720.4/724.1) and potential Regional Measure 2 (RM2) funds requested at the October 2013 Metropolitan Transportation Commission (MTC) meeting.

Alameda CTC is the sponsoring agency for I-580 Westbound HOV East & West Segments and I-580 Eastbound Auxiliary Lane projects. MTC is the sponsoring agency of the FPI Project (between I-880/238 Interchange and Vasco Road Interchange). Caltrans is administering construction for all these projects. The cooperative agreements are necessary to transfer funds to Caltrans for construction of CCO work. The existing construction cooperative agreements for I-580 Westbound HOV East and West Segments and I-580 Eastbound Auxiliary Lane Projects will need to be amended while a new construction cooperative agreement will be needed for the FPI project.

The general scope of the CCO's is to install power and communication conduits, pull boxes and pads for service and toll cabinets. The table below summarizes the construction projects under which CCO work is proposed, cooperative agreements needing amendments, new cooperative agreement and the estimated cost of each CCO.

Construction Contract	Cooperative Agreement No.	Estimated CCO Cost
I-580 Westbound HOV – East Segment	04-2396 (Amendment)	\$2,000,000
I-580 Westbound HOV – West Segment	04-2397 (Amendment)	\$750,000
I-580 Eastbound Aux Lane	04-2440 (Amendment)	\$900,000
I-580/238 Freeway Performance Initiative Project	04-2511 (New Agreement)	\$450,000
Total		\$4,100,000

Fiscal Impact : The fiscal impact for approving this item is \$4,100,000; the action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Attachments

- A. Amendment No. 2 to Cooperative Agreement, District Agreement 04-2396
- B. Amendment No. 2 to Agreement 04-2397
- C. Amendment No. 1 Agreement 04-2440
- D. Cooperative Agreement for Improvements, 04-2511

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Gary Sidhu](#), Project Controls Team

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AMENDMENT NO. 2 TO COOPERATIVE AGREEMENT

This Amendment No. 2 to Agreement (AMENDMENT 2), entered into, and effective on _____, 2013 is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Cooperative Agreement No. 04-2396 (AGREEMENT) on December 7, 2011 defining the terms and conditions of cooperation between PARTNERS to advertise, award and administer a construction contract for a westbound HOV lane from west of Isabel Avenue OC to San Ramon/Foothill Road OC and other ancillary improvements (aka West Segment), referred to as PROJECT.
2. PARTNERS then entered into Amendment No. 1 to AGREEMENT on November 19, 2012, to add a SPENDING SUMMARY definition and Table to AGREEMENT. The SPENDING SUMMARY was for Construction Support on PROJECT.
3. PARTNERS hereto now wish to enter into AMENDMENT 2 to add \$680,000 for Construction Capital and \$70,000 for Construction Support for a total of \$750,000 of Local funds for Construction. The reason for the increase in funding is due to a change in the scope of PROJECT to include Contract Change Orders (CCOs) to install power and communication conduits, install pull boxes and construct concrete pads for controller cabinets and service enclosures, and to provide extra widening at the North Livermore Structure.

IT IS THEREFORE MUTUALLY AGREED

4. FUNDING SUMMARY of AGREEMENT is hereby replaced in its entirety by FUNDING SUMMARY-A2 attached to and made a part of AMENDMENT 2, and any reference to FUNDING SUMMARY in AGREEMENT is deemed to be a reference to FUNDING SUMMARY-A2. Funding for CCOs shown in FUNDING SUMMARY-A2 will be tracked separately for invoicing purposes.

5. A new Article 51a is added to AGREEMENT to read as follows:

51a. CALTRANS will use additional Local funds to perform CCOs for installing power and communication conduits, installing pull boxes and constructing concrete pads for controller. The estimated cost to complete CCOs is \$1,725,000 as shown in FUNDING SUMMAR- A2.

5. A new Article 65a is added to AGREEMENT to read as follows:

65a. If Federal funds are used on PROJECT while this AGREEMENT is active, CALTRANS will administer all federal subvention funds documented on FUNDING SUMMARY-A2.

6. All other terms and conditions of AGREEMENT shall remain in full force and effect.

7. AMENDMENT 2 is deemed to be included in, and made a part of, AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:

Issa Bouri, Project Manager

111 Grand Avenue

Oakland, California 94612

Office Phone: (510) 622-5220

Email: issa_bouri@dot.ca.gov

The primary agreement contact person for ALAMEDA CTC is:

Stephen D. Haas, Project Manager

1333 Broadway, Suite 220

Oakland, California 94612

Office Phone: (510) 208-7400

Email: shaas@alamedactc.org

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this AMENDMENT.
3. The people signing this AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

APPROVED

APPROVED

By: _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: _____
Kevin M. Strough
District Budget Manager

By: _____
Stewart D. Ng
Deputy Director of Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND LEGALITY

By: _____
Wendel, Rosen, Black & Dean LLP
Legal Counsel to Alameda CTC

FUNDING SUMMARY-A2

Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	Subtotal Support	Subtotal Capital	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$45,614,000	\$6,750,000	\$6,750,000	\$45,614,000	\$52,364,000
STATE	CALTRANS	SHOPP	\$13,000,000	\$0	\$0	\$13,000,000	\$13,000,000
STATE	CALTRANS	Traffic Congestion Relief Program	\$2,486,000	\$0	\$0	\$2,486,000	\$2,486,000
LOCAL (CCO)	ALAMEDA CTC	Local	\$680,000	\$70,000	\$70,000	\$680,000	\$750,000
		Subtotals by Component	\$61,780,000	\$6,820,000	\$6,820,000	\$61,780,000	\$68,600,000

DRAFT 8/14/2013 (SA)

AMENDMENT NO. 2 TO AGREEMENT 04-2397

This Amendment No. 2 to Agreement (AMENDMENT 2), entered into, and effective on _____, 2013 is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Cooperative Agreement No. 04-2397 (AGREEMENT) on December 23, 2011 defining the terms and conditions of cooperation between PARTNERS to advertise, award and administer a construction contract for a westbound HOV lane on I-580 from Greenville Road OC to west of Isabel Avenue OC and other ancillary improvements (aka East Segment), referred to as PROJECT.
2. PARTNERS then entered into Amendment No. 1 on November 7, 2012 to allow ALAMEDA CTC to be reimbursed for project management and design support in construction as a PROJECT cost. PARTNERS revised the funding sources and amounts in FUNDING SUMMARY-A1 and inserted the appropriate billing articles. The SCOPE SUMMARY-A1 replaced the SCOPE SUMMARY attached to the AGREEMENT in its entirety. The SPENDING SUMMARY was added to the AGREEMENT.
3. PARTNERS hereto now wish to enter into AMENDMENT 2 to add \$1,815,000, for Construction Capital and \$185,000 for Construction Support for a total of \$2,000,000 of Local funds for Construction. The reason for the increase in funding is due to a change in the scope of PROJECT to include Contract Change Orders (CCOs) to install power and communication conduits, install pull boxes and construct concrete pads for controller cabinets and service enclosures.

IT IS THEREFORE MUTUALLY AGREED

4. FUNDING SUMMARY-A1 of Amendment No. 1 is hereby replaced in its entirety by FUNDING SUMMARY-A2 attached to and made a part of AMENDMENT 2, and any reference to FUNDING SUMMARY in AGREEMENT is deemed to be a reference to FUNDING SUMMARY-A2. Funding for CCOs shown in FUNDING SUMMARY-A2 will be tracked separately for invoicing purposes.

5. A new Article 52a is added to AGREEMENT to read as follows:

52a. CALTRANS will use additional Local funds to perform CCOs for installing power and communication conduits, installing pull boxes and constructing concrete pads for controller. The estimated cost to complete CCOs is \$575,000 as shown in FUNDING SUMMARY-A2.

5. A new Article 67a is added to AGREEMENT to read as follows:

67a. If Federal funds are used on PROJECT while this AGREEMENT is active, CALTRANS will administer all federal subvention funds documented on FUNDING SUMMARY-A2.

6. All other terms and conditions of AGREEMENT shall remain in full force and effect.

7. AMENDMENT 2 is deemed to be included in, and made a part of AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:

Issa Bouri, Project Manager
111 Grand Ave
Oakland, California 94612
Office Phone: (510) 286-5220
Email: issa_bouri@dot.ca.gov

The primary agreement contact person for ALAMEDA CTC is:

Stephen D. Haas, Project Manager
1333 Broadway, Suite 220
Oakland, California 94612

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this AMENDMENT.
3. The people signing this AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

APPROVED

APPROVED

By: _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: _____
Kevin M. Strough
District Budget Manager

By: _____
Stewart D. Ng
Deputy Director of Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND LEGALITY

By: _____
Wendel, Rosen, Black & Dean LLP
Legal Counsel to Alameda CTC

FUNDING SUMMARY - A2

Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	Subtotal Support	Subtotal Capital	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$35,345,000	\$6,515,000	\$6,515,000	\$35,345,000	\$41,860,000
STATE	CALTRANS	SHOPP	\$13,537,000	\$0	\$0	\$13,537,000	\$13,537,000
STATE	CALTRANS	Traffic Congestion Relief Program	\$4,372,060	\$1,595,000	\$1,595,000	\$4,372,060	\$5,967,060
FEDERAL	ALAMEDA CTC	Demo	\$6,187,759	\$0	\$0	\$6,187,759	\$6,187,759
STATE	CALTRANS	Traffic Congestion Relief Program (Federal Matching)	\$1,546,940	\$0	\$0	\$1,546,940	\$1,546,940
LOCAL	ALAMEDA CTC	Local	\$965,241	\$0	\$0	\$965,241	\$965,241
LOCAL	ALAMEDA CTC	Local	\$1,815,000	\$185,000	\$185,000	\$1,815,000	\$2,000,000
		Subtotals by Component	\$63,769,000	\$8,295,000	\$8,295,000	\$63,769,000	\$72,064,000

AMENDMENT NO. 1 TO AGREEMENT 04-2440

This Amendment No. 1 to Agreement (AMENDMENT), entered into and effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Agreement No. 04-2440, (AGREEMENT) on February 14, 2012. AGREEMENT outlines the terms and conditions of cooperation between PARTNERS to advertise, award and administer the contract to add eastbound auxiliary lanes from Isabel Avenue to First Street along I-580 in Livermore, and to widen at spot locations within the above-referenced limits and construct other improvements that shall not preclude construction of the eastbound express lane (HOT) facility (collectively, "PROJECT").
2. PARTNERS hereto now wish to enter into AMENDMENT to add \$818,000 for Construction Capital and \$82,000 for Construction Support for a total of \$900,000 of Local funds for Construction. The reason for the increase in funding is due to a change in the scope of PROJECT to include Change Orders (CCOs) to install power and communication conduits, install pull boxes and construct concrete pads for controller cabinets and service enclosures.

IT IS THEREFORE MUTUALLY AGREED:

3. FUNDING SUMMARY of AGREEMENT is hereby replaced in its entirety by FUNDING SUMMARY A1 attached to and made a part of AMENDMENT, and any reference to FUNDING SUMMARY in AGREEMENT is deemed to be a reference to FUNDING SUMMARY A1. Funding for CCOs shown in FUNDING SUMMARY A1 will be tracked separately for invoicing purposes.
4. A new Article 51A is added to AGREEMENT to read as follows:

CALTRANS will use additional Local funds to perform CCOs for installing power and communication conduits, installing pull boxes and constructing concrete pads for controller. The estimated cost to complete CCOs is \$690,000 as shown in FUNDING SUMMARY A1.
5. A new Article 65A is added to AGREEMENT to read as follows:

If Federal funds are used on PROJECT while this AGREEMENT is active, CALTRANS will administer all federal subvention funds documented on FUNDING SUMMARY A1.

6. All other terms and conditions of AGREEMENT shall remain in full force and effect.
7. AMENDMENT is deemed to be included in, and made part of, AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:

Issa Bouri, Project Manager
111 Grand Ave
Oakland, California 94612
Office Phone: (510) 622-5220
Email: issa_bouri@dot.ca.gov

The primary agreement contact person for ALAMEDA CTC is:

Stewart D. Ng, Deputy Director of Programming and Projects
1333 Broadway, Suite 220
Oakland, California 94612
Office Phone: (510) 208-7400
Email: stewartng@alamedactc.org

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into AMENDMENT.
3. The people signing AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

By: _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: _____
Kevin M. Strough
District Budget Manager

By: _____
Stewart D. Ng
Deputy Director of Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND LEGALITY

By: _____
Wendel, Rosen, Black & Dean LLP
Legal Counsel to ALAMEDA CTC

FUNDING SUMMARY A1

Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	Subtotal Support	Subtotal Capital	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$19,028,000	\$2,535,000	\$2,535,000	\$19,028,000	\$21,563,000
STATE	CALTRANS	SHOPP	\$5,000,000	\$0	\$0	\$5,000,000	\$5,000,000
LOCAL	ALAMEDA CTC	Local	\$8,825,000	\$1,015,000	\$1,015,000	\$8,825,000	\$9,840,000
LOCAL (CCO)	ALAMEDA CTC	Local	\$818,000	\$82,000	\$82,000	\$818,000	\$900,000
		Subtotals by Component	\$33,671,000	\$3,632,000	\$3,632,000	\$33,671,000	\$37,303,000

COOPERATIVE AGREEMENT FOR IMPROVEMENTS

THIS AGREEMENT, ENTERED INTO EFFECTIVE ON _____, 2013, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "CALTRANS," and

ALAMEDA COUNTY TRANSPORTATION COMMISSION, a joint powers agency, referred to herein as "ALAMEDA CTC."

RECITALS

1. CALTRANS and ALAMEDA CTC, pursuant to Streets and Highways Code sections 114 and/or 130, are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) within the County of Alameda.
2. CALTRANS has awarded a construction contract to implement a ramp metering system and install Traffic Operations System (TOS) elements in Alameda County, at various locations on Interstates 238 and 580, from the Interstate 880/238 Interchange to the Vasco Road Interchange to help relieve congestion along the above-mentioned corridor, referred to herein as "PROJECT."
3. ALAMEDA CTC desires and has requested CALTRANS to install conduits and cabinets for power and a communication network within PROJECT limits on Route 580, at the Santa Rita Road Interchange and also at the Vasco Road Interchange, referred to herein as "IMPROVEMENTS," by change order (CO) and is willing to pay the additional cost thereof.
4. The parties hereto intend to define herein the terms and conditions under which IMPROVEMENTS are to be constructed, financed, and maintained.

SECTION I

CALTRANS AGREES:

1. To administer the construction CO for IMPROVEMENTS and have the PROJECT construction contractor furnish and install IMPROVEMENTS as requested by ALAMEDA CTC.
2. To submit an invoice to ALAMEDA CTC for an initial deposit of \$150,000 upon execution of this Agreement.
3. To submit a second invoice to ALAMEDA CTC on November 1, 2013, for the balance of CALTRANS's actual costs of construction for IMPROVEMENTS.

4. Upon completion of PROJECT and all work incidental thereto, to furnish ALAMEDA CTC with a detailed statement of the costs to be borne by ALAMEDA CTC, including the cost of IMPROVEMENTS construction-related claims, and the cost of CALTRANS's defense of any of those claims. CALTRANS thereafter shall invoice ALAMEDA CTC for any additional amount required to complete ALAMEDA CTC's financial obligations pursuant to this Agreement.
5. To submit a final report of expenditures to ALAMEDA CTC within one hundred twenty (120) days after completion and acceptance of the construction contract for PROJECT by CALTRANS.
6. To issue, at no cost to ALAMEDA CTC, upon proper application by ALAMEDA CTC, the necessary encroachment permit for inspection and any required maintenance work on IMPROVEMENTS within the SHS right of way. If ALAMEDA CTC uses contractors rather than its own staff to perform required work, the contractors will also be required to obtain an encroachment permit. The permit will be issued at no cost upon proper application by the contractors.

SECTION II

ALAMEDA CTC AGREES:

1. ALAMEDA CTC's share of the expense of construction engineering shall be an amount equal to 100% of CALTRANS's actual costs of construction for IMPROVEMENTS. This cost is estimated at \$450,000 as shown in Exhibit A, attached to and made a part of this agreement.
2. To pay one hundred percent (100%) of the actual cost of IMPROVEMENTS, including the cost of IMPROVEMENTS construction-related claims, and the cost of CALTRANS's defense of any of those claims, as determined after completion of work and upon final accounting of costs.
3. To pay invoices within thirty (30) calendar days of receipt of invoice.
4. To pay CALTRANS within thirty (30) days of receipt of a detailed statement made upon final accounting of cost therefor, any amount over and above the actual cost of construction of IMPROVEMENTS required to complete ALAMEDA CTC's financial obligation pursuant to this Agreement.
5. To make all arrangements to provide the construction contractor with permits to enter and construct on lands outside of the SHS right of way in the event that such permits are necessary to accommodate construction of IMPROVEMENTS and to certify in a form satisfactory to CALTRANS, prior to CALTRANS's issuance of a CO for IMPROVEMENTS, that such permits have been obtained.
6. At ALAMEDA CTC expense, to perform periodic inspection and maintenance of IMPROVEMENTS installed pursuant to this Agreement which lie within SHS right of way.

7. To apply for necessary encroachment permits to perform periodic inspection and maintenance of IMPROVEMENTS installed within SHS right of way, in accordance with CALTRANS's standard permit procedures.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of CALTRANS under the terms of this Agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
2. In the construction of said IMPROVEMENTS, CALTRANS will furnish a representative to perform the functions of a Resident Engineer, and ALAMEDA CTC may, at no cost to CALTRANS, furnish a representative, if it so desires, and said representative and Resident Engineer will cooperate and consult with each other, but the decisions of CALTRANS's Resident Engineer shall prevail.
3. Upon completion of all work under this Agreement, ownership and title to materials, equipment and appurtenances installed (IMPROVEMENTS) will automatically be vested in ALAMEDA CTC until such time as the separate ALAMEDA CTC High Occupancy Toll (HOT) lane project is complete and a new/revised maintenance agreement is in place. Upon execution of said new/revised maintenance agreement for the HOT lane project, ownership of all materials and equipment constructed within SHS right of way as part of IMPROVEMENTS will be determined, and if they become the property of CALTRANS, no further agreement will be necessary to transfer ownership.
4. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon ALAMEDA CTC under this Agreement. It is understood and agreed that ALAMEDA CTC, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC and/or its agents under this Agreement.
5. Neither ALAMEDA CTC nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless ALAMEDA CTC and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this Agreement.

6. This Agreement shall terminate upon completion and acceptance of the construction contract for PROJECT by CALTRANS and final reimbursement by ALAMEDA CTC for any additional amount required to complete ALAMEDA CTC's financial obligations pursuant to this Agreement.

STATE OF CALIFORNIA
Department of Transportation

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

MALCOLM DOUGHERTY
Director

By: _____
Deputy District Director

By: _____
Arthur L. Dao
Executive Director

APPROVED AS TO FORM AND
PROCEDURE:

RECOMMENDED FOR APPROVAL:

Attorney
Department of Transportation

By: _____
Stewart D. Ng
Deputy Director of Programming and
Projects

CERTIFIED AS TO FUNDS:

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS:

District Budget Manager

Patricia Reavey
Director of Finance

CERTIFIED AS TO FINANCIAL TERMS
AND CONDITIONS:

APPROVED AS TO FORM AND
PROCEDURE:

Accounting Administrator

Wendel, Rosen, Black & Dean LLP
Legal Counsel to ALAMEDA CTC

Fund Type	Construction Capital	Construction Support	Total
Local	\$408,000	\$42,000	\$450,000

Exhibit A
Cost Estimate



Memorandum

7.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: I-880 Southbound High Occupancy Vehicle (HOV) Lane Project – Southern Segment (PN 730.1): Amendment to the Cooperative Agreement with Caltrans

RECOMMENDATION: Amend the Cooperative Agreement with Caltrans to implement Change Order work for I-880/Marina Boulevard and Davis Street Improvements (PN 730.3 and 750.0).

Summary

The City of San Leandro is implementing following improvements along I-880:

- I-880/Marina Boulevard Interchange Operational Improvements (PN 750.0)
- I-880/Marina Boulevard and Davis Street Aesthetic Improvements (PN 730.3)

Staff proposes to construct these improvements through the Contract Change Order (CCO) process under the on-going I-880 Southbound HOV Lane Project – South Segment.

Background

I-880/Marina Boulevard Interchange Improvement project proposes to construct traffic signals at I-880/Marina Boulevard ramp termini, left-turn lane from westbound Marina Boulevard to Kaiser Permanente facility and pedestrian/bike access along the Marina Boulevard. This project is funded by Kaiser Permanente San Leandro Medical Foundation. An existing Memorandum of Understanding (MOU) between the City of San Leandro and the Alameda County Transportation Commission (Alameda CTC) covers funding for this work. The funding plan for I-880 Southbound HOV – South Segment (PN 730.1) includes budget for this work.

I-880/Marina Boulevard and Davis Street Aesthetic Improvement project proposes to install decorative lighting, fencing and corbels for the City logo on the overcrossing structures, and special patterns and relief on the slope paving at the interchanges. The construction of these improvements will be funded with a combination of federal Earmark, CMA TIP and contribution from Kaiser Permanente. An existing MOU between the City of San Leandro and Alameda CTC covers funding for this work. The funding plan

for I-880/Marina Boulevard and Davis Street Aesthetic Improvements (PN 730.3) includes budget for this work.

Design work for both I-880/Marina Boulevard Interchange Operational Improvements and I-880/Marina Boulevard and Davis Street Aesthetic Improvements is complete. These improvements are within the limits of Alameda CTC sponsored I-880 Southbound HOV Lane project (Southern Segment), which is currently in construction. Although the I-880/Marina Boulevard Interchange Operational Improvement and I-880/Marina Boulevard and Davis Street Aesthetic Improvements projects have been developed as separate projects, staff is proposing to construct these improvements through the Contract Change Order (CCO) process under the on-going I-880 Southbound HOV project (Southern Segment). Doing this work through CCO's will avoid having multiple contracts within the same area, minimize disruption to traveling public and local community and potentially result in overall cost savings.

A Memorandum of Understanding (MOU) between the City of San Leandro and the Alameda CTC covering funding for I-880/Marina Boulevard Operational Improvements is in place. Also, a MOU covering funding for the I-880/Marina Boulevard & Davis Street Aesthetic Improvements is in place.

The table below summarizes the construction contract under which CCO work is proposed, the cooperative agreement that needs an amendment and the estimated cost of each CCO.

Construction Contract	Cooperative Agreement No.	CCO	Estimated CCO Cost
I-880 Southbound HOV Lane Project (Southern Segment)	04-2445 A1 (Amendment)	I-880/Marina Boulevard Operational Improvements	\$2,475,000
		I-880/Marina Boulevard & Davis Street Aesthetic Improvements	\$1,870,000
	Total		

Fiscal Impact: The fiscal impact for approving this item is \$4,345,000; the action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and necessary funding agreements are in place. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Attachments

- A. Amendment No. 1 to Cooperative Agreement 04-2445

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Gary Sidhu](#), Project Controls Team

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AMENDMENT NO. 1 TO AGREEMENT 04-2445

This Amendment No. 1 to Agreement (AMENDMENT), entered into and effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Agreement No. 04-2445, (AGREEMENT) on March 27, 2012, defining the terms and conditions for construction of a High Occupancy Vehicle (HOV) lane on Interstate 880 southbound from Marina Boulevard Overcrossing to Davis Street in the County of Alameda, referred to as PROJECT.
2. The cost of Construction Capital of PROJECT (CMIA) has decreased due to award savings from \$51,700,000 to \$45,946,000 resulting in a decrease in the total cost of the PROJECT from \$59,520,000 to \$56,341,000.
3. There are two Contract Change Orders (CCOs) causing an increase in the initial PROJECT cost. The two CCOs are (1) I-880/Marina Boulevard and Davis Street Aesthetic Treatments, and (2) I-880/Marina Boulevard Interchange Improvements. The Federal Earmark of \$539,000 and \$2,036,000 of Local funds are added to Construction Capital and Support for the CCOs.
4. PARTNERS hereto now wish to enter into AMENDMENT to reflect the revisions to PROJECT funding due to changes discussed in Recital 2 and Recital 3 above. FUNDING SUMMARY A1, attached herewith and made a part of AMENDMENT reflects the changes.
5. FUNDING SUMMARY of AGREEMENT is hereby replaced in its entirety by FUNDING SUMMARY A1. A footnote has been included to show the funds to be spent on CCOs. The billings for Capital and Support costs for the CCOs will be tracked separately for invoicing purposes.

IT IS THEREFORE MUTUALLY AGREED:

6. A new Article 50A is added to the AGREEMENT to read as follows:

CALTRANS will use the new Federal Earmark and additional Local funds to perform CCOs for (1) I-880/Marina Boulevard and Davis Street

Aesthetic Treatments, and (2) I-880/Marina Boulevard Interchange Improvements. The estimated cost to complete CCO work is \$2,575,000 as shown in FUNDING SUMMARY A1 for CCOs.

7. A new Article 64A is added to the AGREEMENT to read as follows:

If Federal funds are used on PROJECT while this Agreement is active, CALTRANS will administer all federal subvention funds documented on the FUNDING SUMMARY.
8. FUNDING SUMMARY of AGREEMENT is hereby replaced in its entirety by FUNDING SUMMARY A1 attached to and made a part of this AMENDMENT, and any reference to FUNDING SUMMARY in AGREEMENT is deemed to be a reference to FUNDING SUMMARY A1.
9. All other terms and conditions of AGREEMENT shall remain in full force and effect.
10. This AMENDMENT is deemed to be included and made part of AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:

Val Ignacio, Project Manager
111 Grand Avenue
Oakland, California 94612
Office Phone: (510) 286-5086

The primary agreement contact person for ALAMEDA CTC is:

Gary S. Sidhu, Project Manager
1333 Broadway, Suite 220
Oakland, California 94612
Office Phone: (510) 208-7455

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

By: : _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL:

By: : _____
Kevin M. Strough
District Budget Manager

By: _____
Stewart D. Ng
Deputy Director
Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS:

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND
PROCEDURE

By: _____
Wendel, Rosen, Black & Dean LLP
Legal Counsel to Alameda CTC

FUNDING SUMMARY A1

	Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	Subtotal Support	Subtotal Capital	Subtotal Funds Type
I-880 SB HOV Project	STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$45,946,000	\$6,900,000	\$6,900,000	\$45,946,000	\$52,846,000
	LOCAL	ALAMEDA CTC	Local	\$800,000	\$120,000	\$120,000	\$800,000	\$920,000
I-880/Marina Blvd & Davis St. Aesthetic CCO	FEDERAL	ALAMEDA CTC	Federal Earmark *	\$439,000	\$100,000	\$100,000	\$439,000	\$539,000
	LOCAL	ALAMEDA CTC	Local * (matching)	\$1,261,000	\$70,000	\$70,000	\$1,261,000	\$1,331,000
I-880/Marina Blvd Operational Improvement CCO	LOCAL	ALAMEDA CTC	Local *	\$2,250,000	\$225,000	\$225,000	\$2,250,000	\$2,475,000
			Subtotals by Component	\$56,450,000	\$7,415,000	\$7,415,000	\$56,450,000	\$63,865,000

* Funding for CCOs shown in FUNDING SUMMARY A1 will be tracked separately for invoicing purposes.



Memorandum

7.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: Various Projects: Amendments to Professional Services, Project Funding and Grant Agreements for Time Extensions

RECOMMENDATION: Approve time extensions and authorize the Executive Director to execute amendments for requested time extensions to Professional Services, Project Funding, and Grant Agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into professional services agreements with firms, project funding and grant agreements with project sponsors to provide the services necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

As part of the current quarter's review, all agreements set to expire on or before March 31, 2014, are evaluated. Six agreements have been identified with justifiable needs for a time extension and are recommended for approval.

Background

Through the life of an agreement, situations may arise that warrant the need for a time extension.

The most common and justifiable reasons include:

- (1) Sole source services that are not available through any other source (eg: Engineer of Record and Proprietary software).
- (2) Delays in the procurement of new replacement contract.
- (3) Project delays.
- (4) Extended project closeout activities.

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the listed agreements as shown in Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Table A: Contract Time Extension Summary

Staff Contact

[Trinity Nguyen](#), Sr. Transportation Engineer

A. Table A: Contract Time Extension Summary

Index No.	Contract No.	Firm/Agency	Project/Services	Contract Amendment History	Time Request	Reason Code
1	A06-0046	San Mateo County Transportation Authority	Funding for final design phase for Dumbarton Corridor Project (Project No. 625)	A1: Phase funding changes A2: Additional time	1 year	3
2	A07-0002	County of Alameda	Castro Valley Local Traffic Circulation Improvement Project (ACTA Project No. 509)	A1: Increase budget and additional time	1 year	3
3	A08-0001	City of Hayward	Funding for final design and Right of Way phases for Route 238/ Mission-Foothill Corridor Improvement Project (Project No. 506)	A1: Phase funding changes A2: Phase funding changes A3: Decrease budget A4: Decrease budget	1 year	4
4	A08-030	Solem and Associates	I-580 HOT lanes Outreach and Education	A1: Additional time A2: Additional time	9 months	3
5	A09-0002	City of Hayward	Funding for Construction phase for Route 238/Mission-Foothill Corridor Improvement Project (Project No. 506)	A1: Increase budget A2: Increase budget A3: Phase funding changes A4: Phase funding changes	1 year	4
6	A09-0025	East Bay Bicycle Coalition	Bicycle Safety Education Program	A1: Increase budget and additional time A2: Increase budget and additional time A3: Increase budget and additional time A4: Increase budget and additional time	3 months	2

Reason Code:

- (1) Sole source services that are not available through any other source.
- (2) Delays in the procurement of new replacement contract.
- (3) Project delays.
- (4) Extended project closeout activities.

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Memorandum

7.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 26, 2013

SUBJECT: I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 717.0): Amendment No. 5 to the Professional Services Agreement with RBF Consulting (Agreement No. CMA A10-013)

RECOMMENDATION: Approve the amendment and authorize the Executive Director to execute Amendment No. 5 to Agreement No. CMA A10-013 with RBF Consulting to provide design services during construction (DSDC).

Summary

The Alameda CTC is sponsoring the I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 717.0) in the I-880 corridor in Oakland. As the construction project readies for advertisement by Caltrans this fall, the previously anticipated amendment to provide design services during construction (DSDC) is now necessary. Approval of the Authority to execute the requested contract amendment will allow staff to retain the design consultant to provide these services.

Discussion

The project will construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline. The majority of the project is funded from the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; approved by the voters as Proposition 1B in November 2006. The California Transportation Commission (CTC) allocated \$73.433 million in TCIF/SHOPP funds at the August 6, 2013 meeting. The construction contract will be advertised, awarded and administered by Caltrans. The current construction schedule is:

Advertise Construction Contract:	September 2013
Bid Opening:	October 2013
Award Contract:	November 2013
Begin Construction:	January 2014
Construction Complete:	December 2017

As the project sponsor and development lead for the design phase, Alameda CTC is required to provide DSDC throughout the construction phase of the project to support Caltrans in completing the project. The project was designed by RBF Consulting under contract to Alameda CTC. Staff is requesting authority to amend the existing contract with RBF Consulting as necessary over the life of the construction period. Amendments will extend the term and scope of the contract to provide necessary design support activities within the currently approved project funding plan.

DSDC includes activities such as: review of contractor submittals, response to requests for information, preparation of design changes and general design support services. These services are required throughout the construction and closeout phases of the project. Services will be controlled by individual task orders, which is typical for this type of work. Approval of the authority to execute the requested amendment will allow staff to retain the design consultant to provide these services.

Fiscal Impact: The recommended action will authorize the encumbrance of additional project funding for subsequent expenditure. The required additional project funding is included in the current project funding plan and is not to exceed the allocated amount of Regional Measure 2 (RM2) funding for this phase. Expenditures are anticipated to be reimbursed from MTC's RM2 program.

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Stefan Garcia](#), Project Controls Team



Memorandum

7.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	August 26, 2013
SUBJECT:	Various Projects: Encumbrance Authorization for Construction Phase of Project
RECOMMENDATION:	Approve an increase to the construction encumbrance and authorize all contractual actions relative to the use of the authorized construction budget.

Summary

Alameda CTC is responsible to Advertise, Award, and Administer (AAA) various projects within the Capital Program. Agreements are entered into for the construction capital and support of the project based upon estimated known project needs for scope, cost, and schedule.

Three projects have previously requested Commission authority for less than the construction phase budget. These projects now require additional construction phase encumbrance authority to provide continued construction management support services and to implement construction change orders as necessary to successfully deliver the projects.

Background

The Alameda CTC is responsible to AAA various projects within the Capital Program. During the construction phase of the project, situations may arise that require a change to the construction bid components. These are addressed through the issuance of Contract Change Orders (CCO) as approved by the Commission Engineer. The phase contingency amount, which takes into consideration the specific project risk factors, ranges from 10%-20% of the construction estimate and is included in the project funding plan to ensure the successful completion of the project. Construction phase funds have been fully allocated by the respective funding agency.

Staff recommends that the Commission approve the additional encumbrance of the project construction budget as shown in Attachment A and authorize all contractual actions relative to the use of the authorized construction budget.

Fiscal Impact: The fiscal impact for approving this item is as shown in Attachment A and was included in the FY13/14 budget.

Attachments

A. Table A: Construction Budget Summary

Staff Contact

[Raj Murthy](#), Project Controls Team

A. Table A: Construction Budget Summary

Index No.	Project No.	Project Description	Project Schedule	Construction Budget	Previously Authorized	Requested Authorization	Funding Source
1	791.6	I-80 ICM Project No. 6 - Traffic Light Synchronization Program	CCA: April 2014	\$11,294,405 (C)	\$9,212,000 (6/23/11) (C)	\$2,082,405	State (Prop 1B TLSP)
2	635.1	East Bay Greenway	CCA: April 2014	\$1,717,489 (C)	\$1,561,354 (6/27/13) (C)	\$156,135	Federal (TIGER II -\$85,949) Local (TFCA-\$70,186)
3	774.1	I-580 Soundwall Landscaping (San Leandro)	PEP: April 2016	\$395,000 (C,S)	\$350,000 (7/28/12) (C,S)	\$45,000	Local (CMA TIP)

Legend:

- (C) Capital
- (S) Support
- (CCA) Construction Contract Acceptance
- (PEP) Plant Establishment Period
- (TLSP) Traffic Light Synchronization Program
- (TIGER) Transportation Investment Generating Economic Recovery
- (TFCA) Transportation Fund for Clean Air
- (CMA TIP) Congestion Management Agency Transportation Improvement Program

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Memorandum

7.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	August 26, 2013
SUBJECT:	Broadway-Jackson Interchange Improvement Project (PN 610.0): Formation of an Ad-Hoc Committee
RECOMMENDATION:	Approve the formation of an Ad-Hoc Committee to guide the project through development.

Summary

The City of Alameda has requested formation of an ad-hoc advisory committee (Attachment A) for the project comprising of elected officials representing City of Alameda, City of Oakland, and Alameda County to guide the project through environmental clearance and final design phases of the project.

Background

I-880 Broadway-Jackson Project is part of 2000 Measure B capital projects (ACTIA 10). The project goal is to improve access to I-880 from Alameda and Oakland. In 2011, a Caltrans Project Study Report (PSR) was prepared to identify and analyze several configuration options. The PSR was developed in collaboration with City of Alameda, City of Oakland, and Caltrans. As part of the PSR effort, extensive outreach was conducted with stakeholders and community organizations – council members from cities of Oakland and Alameda, city public works, planning and zoning divisions, Oakland Chinatown Advisory Committee, West Oakland Project Area Committee, Jack London District Association, Port of Oakland, City of Alameda Transportation Commission, and various transportation forums. Following Caltrans' approval of the PSR, further project development was suspended due to concerns from members of Oakland Chinatown community.

In an effort to move the project to the next phase of development, City of Alameda has requested that Alameda CTC form an ad-hoc project advisory committee for the I-880 Broadway Jackson Project. In addition to guiding the project direction, the ad-hoc committee will also provide a forum to address community concerns.

Staff is recommending that the ad-hoc project advisory committee be comprised of four members: two elected officials representing the City of Alameda and two elected officials representing the City of Oakland. All four members must also be Alameda CTC Commissioners or alternates. The Chair of the Commission will make the appointments to this ad-hoc project advisory committee, per the agency administrative code.

Staff recommends that the Commission authorize the formation of the I-880 Broadway-Jackson Project Ad-hoc to help advance project development and delivery efforts by Alameda CTC.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. City of Alameda Letter dated August 19, 2013

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Raj Murthy](#), Project Controls Team



August 19, 2013

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

Subject: I-880/Broadway-Jackson Interchange Improvement Project

Dear Mr. Dao:

As you know the City of Alameda has been partnering with the Alameda County Transportation Commission and the City of Oakland for several years now to deliver the I-880 Broadway-Jackson Interchange and Access Improvements Project. We appreciate the Alameda CTC's past actions to allocate funding for preliminary engineering work and environmental analysis to obtain environmental clearance for the project. However, it is our understanding that project activities have been deferred due to impasse in resolving concerns from members of the Oakland Chinatown community.

This letter is to express the City of Alameda's desire to move the project forward toward obtaining an environmental clearance of an acceptable project. With this broad goal in mind, we request that the Alameda CTC establish an *ad hoc* project advisory committee comprised of the appropriate local elected officials representing the City of Alameda, the City of Oakland, and Alameda County to guide the project through the environmental clearance and future development phases of the project. The committee would also provide a forum to address the community's concerns.

The City of Alameda appreciates the support that the Alameda CTC has provided this project in past years. We believe that establishing an *ad hoc* project advisory committee will help move the project forward into environmental approval phase, and ultimately to deliver a project that will provide substantial and critical transportation and economic development benefits for both Cities.

If you have any questions or need additional information, please feel free to contact me at (510) 747-4707.

Sincerely,

A handwritten signature in blue ink, appearing to read "John A. Russo", is written over a blue horizontal line.

John A. Russo
City Manager
City of Alameda

JAR:mk

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