



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

Commission Chair
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Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

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Director Elsa Ortiz

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Mayor Jerry Thome

City of San Leandro
Vice Mayor Michael Gregory

City of Union City
Mayor Carol Dufré-Vernaci

Executive Director
Arthur L. Dao

Programs and Projects Committee

Monday, October 14, 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

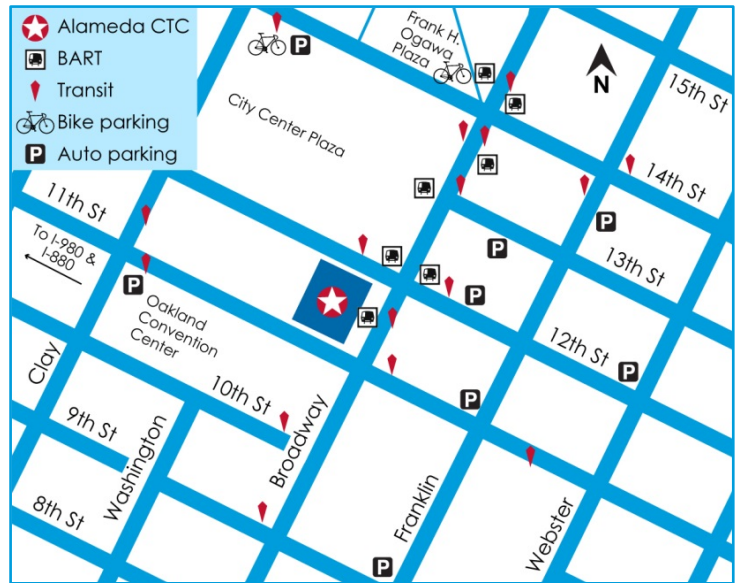
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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, October 14, 2013, 12 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

1. Pledge of Allegiance

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

2. Roll Call

3. Public Comment

4. Consent Calendar

Page A/I

4.1. [September 9, 2013 PPC Meeting Minutes](#)

1 A

Recommendation: Approve the September 9, 2013 meeting minutes.

5. Programs

5.1. [2014 State Transportation Improvement Program \(STIP\): Final Regional Transportation Improvement Program \(RTIP\)](#)

7 A

Recommendation: 1) Approve Resolution 13-012 for the 2014 RTIP Program which includes the list of projects approved by the Commission in September 2013, and 2) Approve any Project Specific Resolutions for projects that will require administration by the Alameda CTC.

5.2. [Measure B/Vehicle Registration Fee Compliance Reserve Policies and Monitoring Procedures](#)

13 A

Recommendation: Approve Measure B/Vehicle Registration Fee Compliance Reserve Policies and Monitoring Procedures for administration of pass-through funds.

5.3. [Alameda CTC Semi-Annual Programs Status Update](#)

27 I

6. Projects

6.1. [Central County Same Day Transportation Programs](#)

37 A

Recommendation: Approve an amendment to the current Memorandum of Understanding with the City of Hayward to obtain additional funds of \$154,000 to support the Central County Same Day Transportation Contract and authorize the Executive Director to execute all necessary agreements.

- | | | | |
|------|---|----|---|
| 6.2. | <u>Webster Street SMART Corridor Project (PN 740.0): Amendment No. 4 to the Professional Services Agreement CMA A10-010 with Harris & Associates Inc.</u> | 41 | A |
| | Recommendation: Approve the amendment and authorize the Executive Director to execute Amendment No. 4 to Agreement No. CMA A10-010 with Harris & Associates, Inc. for construction management services. | | |
| 6.3. | <u>Guaranteed Ride Home Contract Extension and Augmentation</u> | 43 | A |
| | Recommendation: Approve an extension to Professional Services Agreement A12-0007 with Nelson/Nygaard Consulting Associates for Guaranteed Ride Home Program Operations through November 1, 2014 and allocate \$115,000 of TFCA funding for an additional year of program operations and program enhancements. | | |
| 6.4. | <u>Dumbarton Corridor Improvements Project (PN 625.0): Nomination of Tri-City Candidate Projects for Remaining RM2 Allocation, Program Remaining Measure B, and Commit to Re-direct the Future STIP Funds to Planning Area 3 Projects</u> | 45 | A |
| | Recommendation: 1) Approve the nomination of the Tri-City candidate projects to receive the remaining RM2 allocation, 2) Program \$13 million in Measure B funds to the Central Avenue Overpass Project, and 3) Re-direct the \$69 million future STIP commitment to Planning Area 3 projects. | | |
| 6.5. | <u>Various Projects: Amendments to Professional Services and Grant Agreements for Time Extensions</u> | 53 | A |
| | Recommendation: Approve time extensions and authorize the Executive Director to execute amendments for requested time extensions to Professional Services and Grant Agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments. | | |
| 6.6. | <u>Alameda CTC Semi-Annual Capital Projects Update</u> | 57 | I |

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: November 4, 2013

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



Programs and Projects Committee Meeting Minutes

Monday, September 09, 2013, 12 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

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. July 8, 2013 PPC Meeting Minutes

Commissioner Freitas motioned to approve the consent calendar. Commissioner Capitelli seconded the motion. The motion passed unanimously.

5. Planning

5.1. Alameda CTC Work Plan Activities and Implementation Timeline

Tess Lengyel provided a review of the agency-wide work plan and implementation timeline. Tess highlighted coordination and support efforts for Planning and Policy, Programming, Finance and Procurement and Projects. She also covered the implementation timeline for fiscal year 2013-14.

This item was for information only.

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

Saravana Suthanthira presented Metropolitan Transportation Commission (MTC) Freeway Performance Initiative/Ramp Metering Implementation in Alameda County. She stated that ramp meters have been implemented along I-880, I-580, and I-680 to better manage congestion and improve safety on the freeway system. She stated that MTC, Alameda CTC and stakeholders are working in conjunction to develop a Ramp Metering Implementation Plan for the meters that are being installed throughout the county.

Commissioner Dutra-Vernaci wanted clarification on what an adaptive ramp meter was. Raj Murthy stated that adaptive ramp metering is the next generation of ramp metering that uses technology that looks at traffic congestion and adjusts timing as needed to help traffic.

Commissioner Atkin wanted to know if Interstate 80 was including in the freeway performance initiative. Saravana stated that the information provided was from MTC and I-80 was not a part of the MTC freeway performance initiative.

Supervisor Haggerty wanted to know how staff planned on addressing metering on Mission Boulevard in Fremont. Art stated that staff was working with MTC and CalTrans to implement technology to address this issue.

This item was for information only.

6. Programs

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

Matt Todd recommended that the Commission 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. Matt stated that the recommendation includes a three-year TFCA expenditure period for the project to align the funding period with the project schedule.

Commissioner Capitelli motioned to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.

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

Items 6.2 and 7.1 were combined. Stewart Ng provided an update on the Proposition 1B Bond Program specifically project cost and funding, scheduling and project locations and maps. Stewart also recommended that the Commission approve the 2014 State Transportation Improvement Program (STIP): Draft Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP) Candidates. He highlighted 2014 draft STIP recommendations, allocations and next steps.

Commissioner Chan questioned funding allocations for Mission Boulevard in Fremont. Art stated that the landscaping project was not funded because it was a matter of project readiness however; the funding commitment was still there for the project.

Commissioner Kaplan motioned to approve this item. Commissioner Freitas seconded the motion. The motion passed unanimously.

6.3. CMA TIP Exchange Program Policy

Matt Todd recommended that the Commission approve the CMA TIP Exchange Program Policy. He stated that the policy will allow the Alameda CTC to 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.

Commissioner Kaplan motioned to approve this item. Commissioner Dutra-Vernaci

seconded the motion. The motion passed unanimously.

6.4. Fiscal Year 2012-13 Annual Measure B/VRF Program Compliance Workshop

Matt Todd informed the committee that 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.

This item was for information only.

7. Projects

7.1. Proposition 1B Bond Program Update and the California Transportation Commission August 2013 Meeting Summary

This item was considered under Item 6.2.

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

Gary Sidhu recommended that the Commission 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. He stated that 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.

Commissioner Kaplan motioned to approve this item. Commissioner Freitas seconded the motion. The motion passed unanimously.

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

Gary Sidhu recommended that the Commission 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). He stated that 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 and this encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Commissioner Capitelli motioned to approve this item. Commissioner Atkin seconded the motion. The motion passed unanimously.

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

Gary Sidhu recommended that the Commission 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). He stated that the fiscal impact for approving this item is \$4,345,000; the action will authorize the encumbrance of additional project funding for subsequent expenditure. Gary informed the committee that this budget is included in the appropriate project funding plans and necessary funding agreements are in place; and this encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Commissioner Dutra-Vernaci motioned to approve this item. Commissioner Atkins seconded the motion. The motion passed unanimously.

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

Trinity Ng recommended that the Commission 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. Trinity stated that six agreements have been identified with justifiable needs for a time extension and are recommended for approval.

Commissioner Freitas motioned to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.

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)

Stefan Garcia recommended that the Commission approve Amendment No. 5 to the Professional Services Agreement with RBF Consulting and authorize the Executive Director to execute the contract. Stefan stated that the recommended action will authorize the encumbrance of additional project funding for subsequent expenditure and project funding is included in the current project funding plan. This amendment is not to exceed the allocated amount of Regional Measure 2 (RM2) funding for this phase.

Commissioner Capitelli motioned to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.

7.7. Various Projects: Encumbrance Authorization for Construction Phase of Project

Raj Murthy recommended that the Commission approve an increase to the construction encumbrance and authorize all contractual actions relative to the use of the authorized construction budget for various projects listed in the staff report. He stated that 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.

Commissioner Freitas motioned to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.

7.8. Broadway-Jackson Interchange Improvement Project (PN 610.0): Formation of an AdHoc Committee

Raj Murthy recommended that the Commission approve the formation of an Ad-Hoc Committee to guide the Broadway-Jackson Interchange Improvement project through development. He stated that the City of Alameda has requested that Alameda CTC form an ad-hoc project advisory committee for the project. 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.

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.

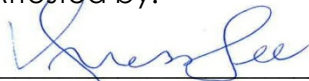
9. Adjournment/ Next Meeting

The meeting adjourned at 12:30 p.m. The next meeting is:

Date/Time: Monday, October 14, 2013 @12:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: 2014 State Transportation Improvement Program (STIP): Final Regional Transportation Improvement Program (RTIP)

RECOMMENDATION: 1) Approve Resolution 13-012 for the 2014 RTIP Program which includes the list of projects approved by the Commission in September 2013, and 2) Approve any Project Specific Resolutions for projects that will require administration by the Alameda CTC.

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). 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. At the September 2013 meeting, the Commission approved the projects included in the Final 2014 STIP Program. This month, it is requested that the Commission approve the Final 2014 STIP Resolution which includes the projects approved by the Commission in September 2013 that make up the RTIP.

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).

Staff is requesting Commission approval of the Final 2014 STIP Resolution which includes the projects approved by the Commission in September 2013 that make up the RTIP.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Resolution 13-012 – Approval of the Alameda CTC 2014 STIP Program

Staff Contact:

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

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer



Commission Chair
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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 13-012**

**Approval of the Alameda County 2014
State Transportation Improvement (STIP) Program**

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 Transportation Commission (Alameda CTC) 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 and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the Alameda CTC placed a programming priority on components of projects that are currently programmed in the STIP and projects that have received a commitment of future STIP programming as memorialized in Resolutions 08-006 Revised and 08-018 ; and

WHEREAS, the funding identified in the STIP Fund Estimate for Alameda County includes approximately \$1.5 million of STIP capacity for Planning, Programming and Monitoring (PPM) and \$2.0 million payback of the regional American Recovery and Reinvestment Act (ARRA) funds used to backfill RTIP funding for the Caldecott Tunnel and \$28.5 million of RIP for a total of \$ 32.0 million; and

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2014 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular Alameda CTC Board meeting held on Thursday, October 24, 2013 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Attest:

Scott Haggerty, Chair

Vanessa Lee, Commission Clerk

EXHIBIT A

Alameda County – Final 2014 STIP Program

Index #	Project	Proposed for 2014 STIP (\$ x 1,000)
1	Alameda County I-Bond Projects	8,000
2	Route 84 Expressway (South Segment)	12,000
3	Route 24 Corridor – Caldecott Settlement Projects	2,000
4	AC Transit Bus Rapid Transit Project	6,300
5	Daly City BART Station Intermodal Improvements	200
6	STIP Administration	1,500
7	ARRA Backfill (Caldecott Tunnel)	2,000
	Total	32,000

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Measure B/Vehicle Registration Fee Compliance Reserve Policies and Monitoring Procedures

RECOMMENDATION: Approve Measure B/Vehicle Registration Fee Compliance Reserve Policies and Monitoring Procedures for administration of pass-through funds.

Summary

The Measure B/Vehicle Registration Fee (VRF) Compliance Reserve Policies and Monitoring Procedures ascertain Alameda CTC's approach to administrating the evaluation for compliance with the Master Programs Funding Agreement's (MPFA) Timely Use of Funds and Reserve policies.

Per the MPFA, recipients are required to submit Annual *Program* Compliance Reports that demonstrate an expenditure plan using their end-of-year fund balances (reserves) and their following year's anticipated revenue. Alameda CTC monitors these reports to verify recipients are implementing their projects relative to the plan submitted in the previous Compliance Report. If the recipient does not meet the expenditure targets of the plan, outstanding fund balances may be subject to rescission.

The Measure B/VRF Compliance Reserve Policies and Monitoring Procedures detail the approach towards executing the MPFA's provisions. The policy supports the expeditious expenditure of reserve balances, and defines the review process for recipients that may have unexpended fund balances. The Annual Program Compliance Reports are ultimately reviewed by the Citizen's Watchdog Committee and the Commission.

Background

Master Programs Funding Agreement (MPFA)

In Spring 2012, all jurisdictions receiving Measure B and Vehicle Registration Fee (VRF) funds entered into a Master Programs Funding Agreement (MPFA) with Alameda CTC. The MPFA and its associated Implementation Guidelines outlined the pass-through funding distribution, eligible expenditures, recipient reporting requirements, policies on the Timely Use of Funds (TUF), and establishment of reserve funds. Measure B/VRF funds recipients are required to submit to Alameda CTC an Audited Financial Statement within

180 days following the close of each fiscal year and an Annual Program Compliance Report by December 31st of each calendar year.

Article 3 of the MPFA details how recipients are required to use the funds in a timely manner. Alameda CTC requires jurisdictions to provide in their Annual Program Compliance Report an implementation plan using Measure B/VRF funds. Recipients must identify the uses of their reserve balances and projected annual revenues in one or more of the following four fund categories

1. Annual Planned Projects *(must be spent annually as planned)*
2. Capital Fund Reserve *(must be expended in four years of reserve establishment)*
3. Operations Fund Reserve *(revolving fund of up to 50 percent of annual revenues)*
4. Undesignated Fund Reserve *(revolving fund of up to 10 percent of annual revenues)*

Expenditure plans reported in the prior year's Annual Program Compliance Report(s) will be evaluated against the subsequent year's reported expenditure information to determine compliance with the MPFA's TUF policy. The Annual Program Compliance Reports are ultimately reviewed by the Citizen's Watchdog Committee and the Commission.

Implementing the MPFA – Reserve Policies and Monitoring Procedures

Recipients are providing an estimate of planned expenditures when reporting their implementation plan as part of the Annual Compliance Report. There may be unexpended fund balances from these planned budgets due to project bid savings, contingencies, or supplemental savings. Alameda CTC will monitor and evaluate the recipient's Measure B Program comprehensively i.e. the total summation of the planned annual expenditures across all programmatic types (Bike/Pedestrian, Local Transportation, Mass Transit, and Paratransit). Alameda CTC will use the Measure B/VRF Reserve Policies and Monitoring Procedures document to guide the monitoring of fund expenditures per the MPFA's TUF policy. The Alameda CTC expects recipients to expend all funds as originally planned with this policy providing some flexibility to account for adjustments to the reported expenditure plan.

The Measure B/VRF Reserve Policy and Monitoring Procedures define administrative and formal approval processes for unexpended annual balances of the Planned Projects and Capital Fund Reserves at the TUF milestones. With each subsequent Annual Program Compliance Report, the recipient's reported Planned Projects are expected to be expended. Projects included in the Capital Fund Reserve must be expended within the MPFA's four year time limit (from the year the reserve was established through annual reporting process). The policy's approval process for annual unexpended balances is as follows:

1. Administrative approval required for:

- i. Revisions and justifications of Annual balances less than 30 percent of the reported Planned Projects (cumulatively across all fund programmatic types).
 - ii. Revision to projects identified in the Capital Fund Reserve including scope, projects, and funding levels.
2. Commission Approval required for:
 - i. Revisions and justifications of Annual balances greater than 30 percent of the reported Planned Projects (cumulatively across all programmatic types).
 - ii. Time-extension requests for funding identified in the Capital Fund Reserve after the original four year window

In each case, recipients must justify and propose balance reallocations within the Annual Program Compliance Report for unexpended balances. Alameda CTC will review the requests through the compliance reporting process.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Draft Measure B/Vehicle Registration Fee Compliance Report Reserve Policies and Monitoring Procedures

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

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**DRAFT**

Measure B/Vehicle Registration Fee Compliance Report Reserve Policies and Monitoring Procedures

Background

In April 2012, all jurisdictions receiving Measure B and Vehicle Registration Fee (VRF) funds entered into a Master Programs Funding Agreement (MPFA) with Alameda County Transportation Commission (Alameda CTC). The MPFA and its associated Implementation Guidelines outlined the pass-through funding distribution, eligible expenditures, recipient reporting requirements, policies on the timely use of funds (TUF) and establishment of reserve funds. Recipients of Measure B and VRF funds are required to submit to Alameda CTC an Audited Financial Statement within 180 days following the close of each fiscal year and an Annual Program Compliance Report due by December 31st of each calendar year.

Per Article 3 of the MPFA, jurisdictions receiving Measure B and VRF funds are required to use the funds in a timely manner. As such Alameda CTC requires jurisdictions to report in their Annual Program Compliance Report an implementation plan using Measure B/VRF funds. Information reported in the prior year's Annual Program Compliance Report(s) will be evaluated against the subsequent year's reported expenditure information to determine compliance with the MPFA's TUF policy. This process ensures the expeditious expenditure of voter-approved transportation dollars on projects and programs throughout Alameda County.

Timely Use of Funds and Reserve Fund Policies

Per the MPFA, jurisdictions must specify the annual Measure B and VRF funding expenditures, and identify a funding plan of proposed projects/programs to be funded using any remaining Measure B/VRF funds. The applicable policies are captured below:

Article 3.A. Timely Use of Funds Policy

The Timely Use of Funds (TUF) Policy requires all Measure B and VRF recipients to spend funds expeditiously or place funds into a reserve fund. Any funds not spent within the allotted time, including funds placed into reserve funds, will be subject to rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Article 3.B. Reserve Fund Policy

The Reserve Fund Policy enables Measure B and VRF recipients to establish a reserve fund for specified periods of time. This allows jurisdictions to place unexpended funds into an applicable reserve fund to demonstrate a reasonable plan to expend Measure B and VRF funds. The types of reserve funds and their eligibilities are noted in the Exhibit A: Fund Categories

Article 3.C. Rescission of Funds Policy

If the recipient does not meet the timeliness requirements, Alameda CTC may rescind any unspent funds and interest earned, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Tracking and Monitoring Measure B/VRF Expenditures and Reserve Plans

As part of the Compliance Reporting process, jurisdictions are required to report annual planned expenditures using their fund balances into the four available fund categories listed in Exhibit A. Alameda CTC's tracking and monitoring policies is also further disseminated in the sections below.

EXHIBIT A: FUND CATEGORIES

FUND CATEGORY	MAXIMUM FUNDING ALLOTMENT	TIMELY USE OF FUNDS REQUIREMENT
1. <u>Annual Planned Projects (unreserved)</u> Recipients may report an annual implementation plan using Measure B or VRF pass-through funds.	None.	<ul style="list-style-type: none"> To ensure expeditious use of funds, Alameda CTC expects recipients to expend funds identified as annual planned projects.
2. <u>Capital Fund Reserve</u> Recipients may establish a specific capital fund reserve to fund specific large capital project(s) that could otherwise not be funded with a single's year worth of Measure B or VRF pass-through funds.	None.	<ul style="list-style-type: none"> Recipients shall expend all reserve funds by the end of three fiscal years following the fiscal year during which the reserve was established. <ul style="list-style-type: none"> <i>In the FY 11-12 Compliance Report the established Capital Fund Reserve Window is FY 12/13 through FY 15/16.</i> To ensure expeditious use of funds, Alameda CTC expects recipients to expend funds identified in the first FY of the reserve fund.
3. <u>Operations Fund Reserve</u> Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations	50 percent of anticipated annual pass-through revenues	<ul style="list-style-type: none"> This is a revolving fund; therefore, unexpended funds may be reassigned in the subsequent fiscal year, but must be expended within three FY. The next reserve window is FY 13/14 through FY 16/17.
4. <u>Undesignated Fund Reserve</u> Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.	10 percent of anticipated annual pass-through revenues	This is a revolving fund; therefore, unexpended funds may be reassigned in the subsequent fiscal year, but must be expended within three FY. The next reserve window is FY 13/14 through FY 16/17.

Annual Expenditure Threshold Guideline

Alameda CTC recognizes recipients are providing an estimate of planned expenditures when reporting their implementation plan as part of the Annual Compliance Report. As a result there may be unexpected funds balances from these planned budgets due to project bid savings, contingencies, or supplemental savings. Thus, Alameda CTC will monitor and evaluate the total summation of the planned annual expenditures across all programmatic types (*Bike/Pedestrian, Local Transportation, Mass Transit, and Paratransit*).

SECTION 1: Measure B/VRF Annual Planned Projects

Purpose of Annual Planned Projects

Through the Annual Program Compliance Report, jurisdictions may report annual planned projects using Measure B/VRF funds in the compliance reporting forms, *Table 3 Section 1 Planned Projects*.

Project Types include:

- One-year Capital Projects
- Traffic Operations
- Traffic Signal Coordination
- Slurry Seal/Pavement Rehabilitation
- Program Management

TUF Policy Implementation

- Alameda CTC will monitor the recipient’s planned versus actual expenditures in the Annual Program Compliance Report.
- Alameda CTC expects recipients to expend funds identified as annual planned projects.
 - Recipient’s annual reported expenditures collectively across the planned sections for all applicable programmatic types must be at least 70 percent expended to demonstrate expeditious use of Measure B/VRF funds.
 - 70 percent expenditure threshold is derived from:
 - Jurisdictions planned annual expenditures are reported in December, which is mid-way through the relevant fiscal year.
 - Permits an allowance for contingencies or unexpected cost savings.
 - Any unspent funds greater than 30 percent of the reported planned expenditures across the planned sections for all applicable programmatic categories must be justified and may be subject for rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC (*MPFA, Article 3*).

<i>Program Compliance Report Table 3</i>		
Section 1: Planned Projects (unreserved)		
RESERVE TYPE DESCRIPTION	RECIPIENT’S RESPONSIBILITY	ALAMEDA CTC’S RESPONSIBILITY
Projects included in this section are required to be implemented and funded as planned during the specified fiscal year. <u>Project Types include:</u> <ul style="list-style-type: none"> - One-year Capital Projects - Traffic Operations - Traffic Signal Coordination - Slurry Seal/Pavement Rehabilitation - Program Management 	Recipients are allowed to outline specific projects that are planned to be implemented during the specified fiscal year. Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status.	Alameda CTC will review projects listed in this section through the Annual Program Compliance Report process and ensure the Recipient is adhering to the TUF Policy. Alameda CTC will monitor Recipient’s reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports. Alameda CTC will evaluate unexpended fund balances.
<u>What happens to unexpended balances?</u> <ol style="list-style-type: none"> 1. All funds specified in this section must be no less than 70 percent expended collectively across the planned sections for all applicable programmatic categories. A written justification is required for unexpended balances for administrative or Commission approval. Annual balances less than 30 percent are subject to administrative approval, and balances greater than 30 percent are subject to Commission approval. 2. Any funds not expended may be subject to rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC. 		

SECTION 2: Measure B/VRF Capital Fund Reserve

Purpose of Capital Fund Reserve

Through the Annual Program Compliance Report, jurisdictions may report planned uses of Measure B/VRF fund reserves for Capital Projects in Table 3 *Section 2 Capital Fund Reserve* of the compliance reporting forms.

The Capital Fund Reserve is for anticipated Capital Projects planned over four fiscal years. Recipients cannot reserve funds past the end of the third fiscal year immediately following the fiscal year during which the reserve was established.

Project Types include:

- Multi-year Capital Projects
- Roadway Projects
- Drainage/Facilities Projects
- Slurry Seal/Pavement Rehabilitation
- Bike/Pedestrian Projects

TUF's Implementation Policy

- Alameda CTC will track each project's proposed budget in the Capital Fund Reserve by phase and year through the Annual Program Compliance Report process.
- Alameda CTC will monitor the recipient's reported Capital Fund Reserve planned versus actual expenditures.
- Recipient's annual reported planned expenditures for the overall reserve section must demonstrate expeditious use of Measure B/VRF funds.
- Recipient may request fund adjustments from year to year within the reserve period as part of the Annual Compliance Report. However, Alameda CTC will monitor each individual project to ensure that the reported expenditures for each fiscal year are being expended within the TUF requirements.
 - Any unspent funds for individual projects and/or Capital Fund Reserve section must have a justification for the unexpended funds.
 - Recipient may reallocate funds to an outer year in the reserve window to the same project or to an alternative project.
 - Unexpended funds must be reallocated in the same Capital Fund Reserve window in which the reserve was established.
 - Any funds not expended by the end of third fiscal year immediately following the fiscal year during which the reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC (*MPFA, Article 3*).

Program Compliance Report Table 3 Section 2: Capital Fund Reserve		
RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
<p>Projects included in this section are designated with Capital Fund Reserves during a reserve window over four fiscal years.</p> <p><i>Reserve Window: All funds must be expended prior to the end of the third fiscal year immediately follow the fiscal year during which the reserve was established.</i></p> <p><u>No.1 Initial Reserve Window</u> - FY 12-13 through FY 15-16</p> <p><u>No.2 Second Reserve Window</u> - FY 13-14 through FY 16-17</p> <p>The Capital Fund Reserve is for large capital project(s) that could otherwise not be funded with a year's worth of Measure B/VRF pass-through funds. All programmed funds must be expended by the end their respective fiscal year window.</p> <p><u>Project Types include:</u></p> <ul style="list-style-type: none"> - Multi-year Capital Projects - Roadway Projects - Drainage/Facilities Projects - Slurry Seal/Pavement Rehabilitation - Bike/Pedestrian Projects 	<p>Recipients are expected to report large capital projects funded with Measure B/VRF revenue over a four fiscal year reserve window.</p> <p>Any projects that require additional Measure B/VRF funding beyond the total anticipated fiscal year's revenue that is allocated in this reserve must state in the project status notes:</p> <ol style="list-style-type: none"> 1. The total project cost using Measure B/VRF funding; 2. The outstanding Measure B/VRF balance that is required to complete the project; and 3. Specify anticipated future funding using additional Measure B/VRF revenue for the project in subsequent years. <p>Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status (i.e. continuing or close-out).</p>	<p>Alameda CTC will track each project proposed in the Capital Fund Reserve through the Annual Program Compliance Report process to ensure the Recipient is adhering to the TUF Policy of the MPFA.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.</p> <p>Alameda CTC will evaluate unexpended fund balances.</p>
<p>What happens to unexpended balances?</p> <ol style="list-style-type: none"> 1. Recipients must expend the funds identified for projects as reported within their respective reserve window. <ol style="list-style-type: none"> a. Capital Fund Reserve balances may be forwarded to an outer year of the original set reserve window. b. As part of the Program Compliance Report, a written justification is required for unexpended balances. 2. Any funds not expended by the end of third fiscal year immediately following the fiscal year during which the reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC. 		

SECTION 3: Measure B/VRF Operations Fund Reserve

Purpose of Operations Fund Reserve

As part of the Annual Program Compliance Report, jurisdictions may establish an operational reserve of up to 50 percent of annual Measure B/VRF fund revenues in Table 3 *Section 3 Operations Fund Reserve* of the compliance reporting forms.

The Operations Fund Reserve allowed to accounts for fluctuations in revenues, and operational adjustments.

Project Types include:

- Transit Operations
- Traffic Signal Coordination
- Street Lights Maintenance
- Roadway/Traffic Studies
- Facilities Maintenance
- General Studies

TUF's Implementation Policy

- Alameda CTC will monitor recipient's annual Operations Fund Reserve to ensure it does not exceed 50 percent of the annual Measure B/VRF revenue.
- There are no expenditure requirements for the immediate fiscal year that the reserve was established for. However, in the following fiscal year, recipients must reallocate the reserve balance to a planned project or Capital Fund Reserve project.
 - Once reallocated, any funds not expended by the end of third fiscal year immediately following the fiscal year during which the initial operating reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

<i>Program Compliance Report Table 3</i>		
Section 3: Operations Fund Reserve		
RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
Projects and activities included in this section are designed to address operational issues, such as fluctuations in revenues, and to help maintain transportation operations. The total amount identified may not exceed 50 percent of anticipated annual revenue. <u>Project Types include:</u> <ul style="list-style-type: none"> - Transit Operations - Traffic Signal Coordination - Street Lights Maintenance - Roadway/Traffic Studies - Facilities Maintenance - General Studies 	Recipients are allowed to program up to 50 percent of anticipated annual revenue for operational projects/programs such as transit operations, traffic operations, streetlight maintenance, etc. Recipients may also create a reserve item for general operations. Recipients cannot program more than 50 percent of anticipated annual revenue. Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status (i.e. continuing or close-out).	Alameda CTC will review the project list to determine eligibility in the operational reserve. Alameda CTC will ensure the programmed amount does not exceed 50 percent of anticipated annual revenue. Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.
<u>What happens to unexpended balances?</u> Unexpended Operational Fund Reserve balance may be reassigned as part of the subsequent Annual Program Compliance Reporting process.		

SECTION 4: Measure B/VRF Undesignated Fund Reserve

Purpose of Undesignated Fund Reserve

As part of the Annual Program Compliance Report, jurisdictions may establish an undesignated reserve of up to 10 percent of annual Measure B/VRF fund revenues in Table 3 *Section 4 Undesignated Fund Reserve* of the compliance reporting forms.

The Undesignated Fund Reserve accounts for project contingencies or unexpected circumstances.

TUF's Implementation Policy

- Alameda CTC will monitor recipient's annual Undesignated Fund Reserve to ensure it does not exceed 10 percent of the annual Measure B/VRF revenues.
- There are no expenditure requirements for the immediate fiscal year that the reserve was established for. However, in the following fiscal year, recipients must reallocate the reserve balance to a planned project or Capital Fund Reserve project.
 - Once reallocated, any funds not expended by the end of third fiscal year immediately following the fiscal year during which the initial undesignated fund reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

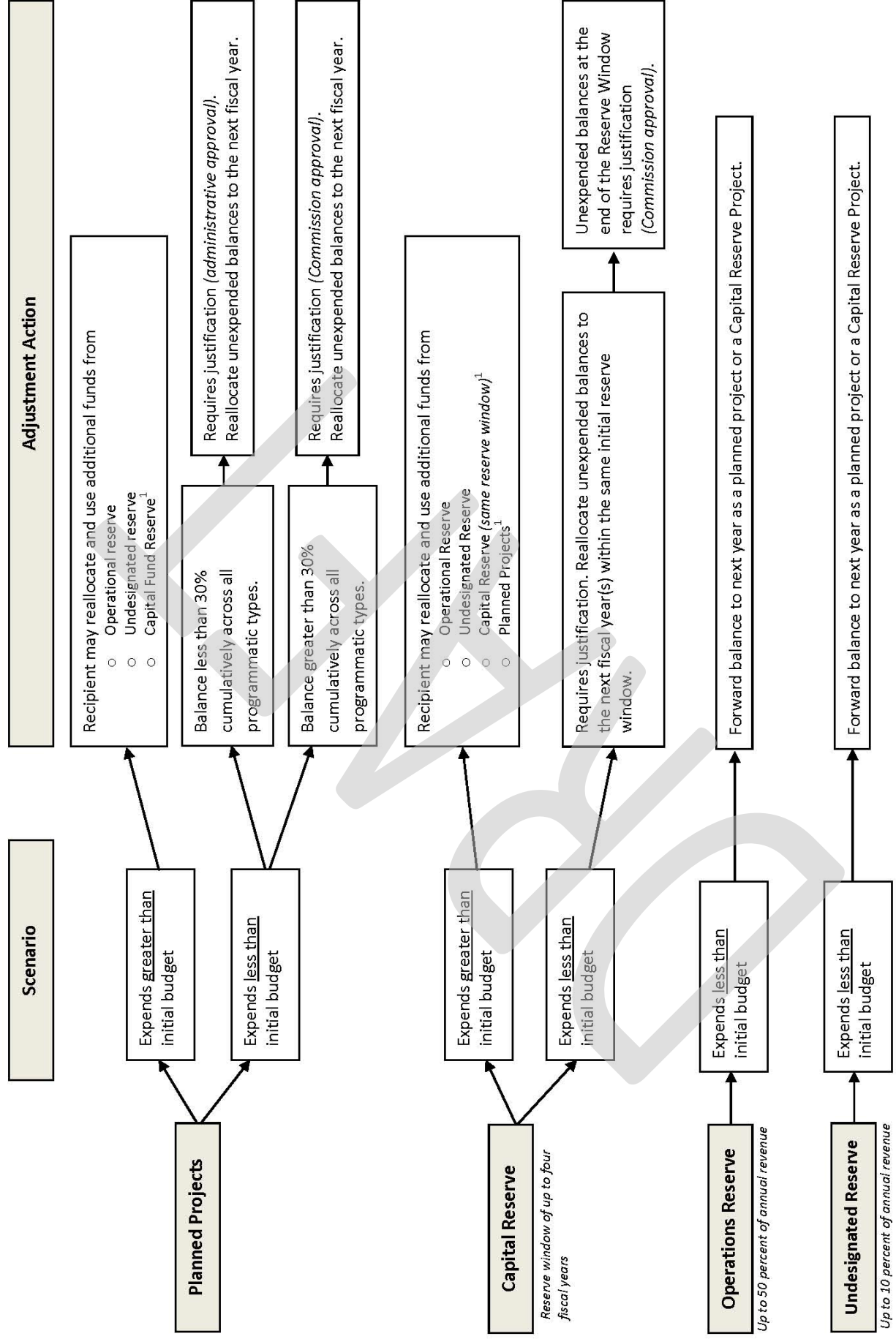
<i>Program Compliance Report Table 3</i>		
Section 4: Undesignated Fund Reserve		
RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
Projects included in this section are for unspecified/as-needed transportation activities such as such as matching funds for grants, project development work, studies for transportation purposes, or contingency funds for a project or program. This fund may not contain more than 10 percent of annual pass-through revenues.	Recipients may establish an undesignated reserve fund for yet to be defined transportation funding needs of up to 10 percent of anticipated annual revenue. Recipients may propose potential uses of undesignated fund reserves in the additional information or status section.	Alameda CTC will ensure the programmed amount does not exceed 10 percent of anticipated annual revenue. Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.
What happens to unexpended balances?		
1. Unexpended annual undesignated Fund Reserve balance may be reassigned as part of the subsequent Annual Program Compliance Reporting process.		

Exhibit B: Annual Funding Adjustment Scenarios

FUND CAT.	SCENARIO	ADJUSTMENT
PLANNED PROJECTS	1. Recipient expends <u>greater than</u> initial budget a. Projects required additional funds b. Implemented more projects than expected	<ul style="list-style-type: none"> • Recipient may reallocate and use funds from <ul style="list-style-type: none"> ○ Operational Reserve ○ Undesignated Reserve ○ Capital Fund Reserve¹
	2. Recipient expends <u>less than</u> initial budget a. Projects contained project savings or other funding sources acquired b. Projects were not delivered	<p><u>Unexpended balance less than 30%</u></p> <ul style="list-style-type: none"> • Recipient may reallocate unexpended balances less than 30 percent of overall planned allocation (<i>cumulatively across all programmatic types</i>) to the next fiscal year. Justification is required and reallocation subject to Alameda CTC administrative approval. <p><u>Unexpended balance greater than 30%</u></p> <ul style="list-style-type: none"> • If unexpended amount is greater than 30 percent of overall planned allocation (<i>cumulatively across all programmatic types</i>). Recipient may propose to reallocate balances to the following fiscal year. Justification is required and reallocation is subject to Alameda CTC's Commission approval.
CAPITAL FUND RESERVE	3. Recipient expends <u>greater than</u> initial budget a. Projects required additional funds b. Implemented more projects than expected	<ul style="list-style-type: none"> • Recipient may reallocate and use funds from <ul style="list-style-type: none"> ○ Operational Reserve ○ Undesignated Reserve ○ Capital Reserve (<i>same reserve window</i>)¹ ○ Planned Projects¹
	4. Recipient expends <u>less than</u> initial budget a. Projects contained project savings or other funding sources acquired b. Projects were not delivered	<p><u>Unexpended balances</u></p> <ul style="list-style-type: none"> • Recipient may reallocate unexpended balances per project and/or overall planned Capital Fund Reserve allocation to the next fiscal year(s) within the same reserve window. <ul style="list-style-type: none"> ○ Justification statements are required for fund balances and proposed reallocations. • Funds must remain within the same initial Capital Fund Reserve window. • Unexpended balances at the end of the four fiscal year reserve window may be subject to rescission.
OPERATIONS FUND RESERVE	5. Recipient expends <u>less than</u> initial budget	<ul style="list-style-type: none"> • Operations Reserve balance to be forwarded to following fiscal year as a planned project or a Capital Reserve Project.
UNDESIGNATED FUND RESERVE	6. Recipient expends <u>less than</u> initial budget	<ul style="list-style-type: none"> • Undesignated Fund Reserve balance to be forwarded to following fiscal year as a planned project or a Capital Reserve Project.

Notes: 1. Drawing funds from the "Planned" or "Capital Fund" fund sources should be considered after exhausting other Fund Reserves. If drawing funds from the "Planned Projects" or "Capital Fund Reserve" project(s), recipient must disclose the impact of removing funds for the project(s), and alternative funding to fulfill the original project funding plan.

ANNUAL FUNDING ADJUSTMENT SCENARIOS FLOW DIAGRAM



Notes: 1. Drawing funds from the "Planned" or "Capital Fund" fund sources should be considered after exhausting other Fund Reserves. If drawing funds from the "Planned Projects" or "Capital Fund Reserve" project(s), recipient must disclose the impact of removing funds for the project(s), and alternative funding to fulfill the original project funding plan.

“BASELINE” IMPLEMENTATION PLANS AND FUND RESERVES

The TUF policy dictates that Measure B and VRF funds must be expended expeditiously and within specified time periods as outlined for each of the reserve categories.

As such, recipients are required to submit an Annual Program Compliance Report on December 31st. This submitted report will be reviewed by Alameda CTC staff, the Citizens Watchdog Committee, and posted on the Alameda CTC’s website. Recipients may be requested to clarify reporting data and project implementation plans. Thus, recipients may be asked to modify their Annual Program Compliance Report submittal. By mid-March, recipients’ may submit revisions to the Annual Program Compliance Reports, if necessary. Revision must include information on the delivery status of planned projects and programs, and reasons for changes. These reports establish a baseline implementation plan used for evaluation to subsequent compliance reports.

The finalized (*executed*) reported information provided in the Annual Program Compliance Report’s Table 3 will be used to evaluate the recipient’s adherence to the TUF policy as described in the MPFA. Information reported in the Annual Program Compliance Report’s Table 3 will be evaluated against the subsequent year’s reported expenditure information to determine compliance with the TUF policy.

AMENDMENT REQUESTS

Alameda CTC will consider the following amendment requests:

1. Reallocation of unexpended annual balances of Planned Projects or Capital Fund Reserve at the TUF milestone.
 - a. Annual balances less than 30 percent (*cumulatively across all programmatic types*) are subject to administrative approval, and
 - b. Annual balances greater than 30 percent (*cumulatively across all programmatic types*) are subject to Commission approval.
2. Revision to projects identified in the Capital Fund Reserve including scope, project lists, and dollars.

Administrative Amendment Procedure

1. Recipients must justify and propose balance reallocations within the Annual Compliance Report for balances less than 30 percent of overall reserve sections (*cumulatively across all programmatic types*).
2. Alameda CTC will review the requests through the compliance reporting process and may request additional information, if required, prior to its determination of the request.

Formal Amendment Procedure

1. Recipients must submit a written request for a time extension and reallocation of balances greater than 30 percent of overall reserve sections (*cumulatively across all programmatic types*) to Alameda CTC.
2. Alameda CTC staff will evaluate the eligibility of time extension request and will prepare the staff report to Alameda CTC Commission.
3. Alameda CTC Commission approval is required for a formal amendment.
4. Alameda CTC staff will notify recipient of the Commission’s action in writing.



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Alameda CTC Semi-Annual Programs Status Update

RECOMMENDATION: Receive a semi-annual update on the status of the Measure B and Vehicle Registration Fee Programs.

Summary

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs and services in Alameda County. The remaining approximately 40 percent are earmarked for specific capital projects as set forth in the 2000 Measure B Transportation Expenditure Plan. Each year, Alameda CTC provides the Commission with semi-annual updates of Measure B expenditures.

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

The Alameda CTC is responsible for administering the Measure B and the VRF Programs. A defined portion of Measure B/VRF funds are distributed directly to 20 eligible jurisdictions (pass-through funds) or through discretionary grant allocations. Measure B/VRF revenues finance bicycle/pedestrian, local transportation, mass transit, and paratransit improvements to maintain and enhance Alameda County's transportation system.

For the pass-through program, Alameda CTC distributes Measure B/VRF pass-through funds to eligible local jurisdictions and transit agencies by formulas and percentage allocations. At the end of each calendar year, Alameda CTC requires recipients to submit separate Audited Financial Statements and compliance expenditure reports to monitor Measure B/VRF expenditures and planned uses. In fiscal year 2012-2013 (FY 12-13), the pass-through fund recipients received approximately \$64.8 million in Measure B and \$6.9 million in VRF distributions, as summarized in Table 1 on the following page.

For discretionary grant allocations, Alameda CTC sets aside a portion of Measure B/VRF specifically for discretionary grant programs. Grant recipients are required to submit progress reports every six months providing grant status and expenditure updates.

Table 1
FY 2012-13 Measure B and VRF Pass-through Program Distributions

Measure B Programs	Measure B Funds <i>(in millions)</i>	Vehicle Registration Fee Programs	VRF Funds <i>(in millions)</i>	Total Funds <i>(in millions)</i>
Local Streets and Roads (Local Transportation)	\$25.7	Local Road Improvement and Repair Program	\$6.9	\$32.6
Mass Transit	\$24.4		N/A	\$24.4
Special Transportation for Senior and People with Disabilities (Paratransit)	\$10.4		N/A	\$10.4
Bicycle and Pedestrian Safety	\$4.3		N/A	\$4.3
TOTALS	\$64.8		\$6.9	\$71.7

Background

Summary of Measure B Pass-through Program

Since the start of 2000 Measure B sales tax collections on April 1, 2002 through June 30, 2013, Alameda CTC has distributed approximately \$639.6 million in Measure B pass-through program funds to local jurisdictions and transit agencies for transportation purposes.

Alameda CTC distributes pass-through funds to twenty jurisdictions including the

- Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City, and Alameda County;
- Transportation agencies: Alameda-Contra Costa Transit District (AC Transit), Altamont Commuter Express (ACE) Rail Service, Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART), San Francisco Bay Area Water Emergency Transportation Authority (WETA), and Union City Transit (*part of Union City*).

For FY 12-13, Measure B net sales tax revenues generated \$115.6 million. Of this amount, approximately \$64.8 million was distributed to eligible jurisdictions as pass-through funds.

For the current fiscal year, FY 13-14, Alameda CTC projects Measure B sales tax revenues are expected to generate similar revenue with approximately \$114.0 million in total collections. Of this amount, approximately \$64.2 million will be distributed as pass-through funds over the fiscal year.

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

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

- Measure B pass-through funds as depicted by program distribution as shown in Table 2.

Table 2
FY 2012-13 Measure B and VRF Pass-through Program Distributions

Measure B Programs	Measure B Funds <i>(in millions)</i>	Percentage of Total
Local Streets and Roads (Local Transportation)	\$25.7	39.7%
Mass Transit	\$24.4	37.7%
Special Transportation for Senior and People with Disabilities (Paratransit)	\$10.4	16.0%
Bicycle and Pedestrian Safety	\$4.3	6.6%
TOTALS	\$64.8	100%

Summary of Vehicle Registration Fee Pass-through Program

Since the start of Vehicle Registration Fee (VRF) on May 1, 2011 through June 30, 2013, Alameda CTC has distributed approximately \$14.4 million in VRF pass-through program funds to local jurisdictions for local road improvements.

Alameda CTC began distributing VRF pass-through funds to local jurisdictions in Spring 2012. These pass-through funds are eligible exclusively for local street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

Alameda CTC distributed VRF pass-through funds to 15 local jurisdictions including the:

- Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City, and Alameda County;

For FY 12-13, VRF net revenues generated \$11.5 million. Of this amount, approximately \$6.9 million was distributed to eligible jurisdictions as pass-through funds.

For the current fiscal year, FY 13-14, Alameda CTC projects VRF revenues are expected to generate approximately \$10.9 million in total collections. Of this amount, approximately \$6.5 million will be distributed as pass-through over the fiscal year.

Measure B Grant Programs

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

For FY 12-13, Alameda CTC reimbursed project sponsors approximately \$3.6 million in Measure B grant funding. The four competitive grant programs are described below.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

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

Since the start of the program, Alameda CTC has allocated approximately \$12.2 million to 51 bicycle and pedestrian projects that include capital projects, master planning activities, and bicycle education efforts. Alameda CTC's Bicycle and Pedestrian Advisory Committee (BPAC) makes recommendations to the Commission on discretionary bike/pedestrian grant funding. Currently, there are twelve active bicycle/pedestrian projects financed through this grant program.

These funds were also included with the FY 2012/13 Coordinated Program, which considered discretionary Measure B programs with VRF and federal funding opportunities, and reviewed projects and the programming of multiple funding sources together. The funding approved through the FY 2012/13 Coordinated Program included \$2.18 million to seven Bicycle/Pedestrian CDF Grant Program projects.

For FY 12-13, Alameda CTC reimbursed approximately \$1.5 million to project sponsors.

Express Bus Service Grant Program

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

Since the start of the program, Alameda CTC has allocated approximately \$9.6 million to 10 express bus service projects. Currently, there are five active express bus service projects.

These funds were also included with the FY 2012/13 Coordinated Program, which considered discretionary Measure B programs with VRF and federal funding opportunities, and reviewed projects and the programming of multiple funding sources together. The funding approved through the FY 2012/13 Coordinated Program included \$2.2 million to three Express Bus Service Program projects.

For FY 12-13, Alameda CTC reimbursed over \$894,000 to project sponsors.

Paratransit Gap Grant Program

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

Since the start of the program, Alameda CTC has allocated approximately \$14.4 million to 70 projects and programs for seniors and people with disabilities. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the Commission on the Paratransit Gap grant funding. Currently, there are seventeen active Paratransit Gap projects.

For FY 12-13, Alameda CTC reimbursed approximately \$1.3 million to project sponsors.

Transit Center Development Grant Program

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

Since the start of the program, Alameda CTC allocated over \$1.6 million to TCD projects throughout Alameda County. Currently, there is one active TCD project.

For FY 12-13, Alameda CTC has reimbursed approximately \$15,000 to project sponsors.

VRF Grant Programs

Alameda CTC distributes a portion of the VRF to two competitive grant programs available to local agencies, transit agencies, and nonprofit organizations for transportation purposes. These programs include the Transit for Congestion Relief Program and Pedestrian and Bicyclists Access and Safety Program. Alameda CTC evaluates grant proposals before awarding grants to project sponsors.

Ten percent of VRF revenues are reserved for Local Transportation Technology activities. These funds are directed to Alameda CTC transportation management technology projects such as the "Smart Corridors Program" operated by the Alameda CTC.

In June 2013, Alameda CTC Commission, as part of the Coordinated Funding Program approved the first cycle of funding for the VRF Pedestrian and Bicycle Access and Safety Program, and the Transit for Congestion Relief Program.

The FY 2012/13 Coordinated Program aligned the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with Measure B and federal funding opportunities and reviewed projects and the programming of multiple funding sources together. The VRF funding allocation included \$1.5 million to two Bicycle/Pedestrian Program projects and \$10 million to three Transit Program projects.

These VRF fund projects will receive two years of funding from FY 13-14 to FY 14-15. No VRF reimbursements have been made to date.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Measure B Program Active Grants List
- B. Vehicle Registration Fee Program Active Grants List

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[John Hemiup](#), Senior Transportation Engineer

**Alameda County Transportation Commission
Measure B Grants Program
Active Programs/Projects**

Index	Agreement Number	Project Number (APN)	Sponsor	Project Name	Measure B Funds Awarded	Status
BICYCLE AND PEDESTRIAN PROGRAM						
1	A09-0017	634.6	City of Oakland	Lakeshore/Lake Park Avenue Complete Streets Project	\$ 573,599	Closing-out
2	A09-0018	634.2	City of Dublin	Alamo Canal Regional Trail - Interstate 580 Undercrossing	\$ 491,000	Closing-out
3	A09-0022	634.5	City of Newark	Newark Pedestrian and Master Plan	\$ 119,000	Closing-out
4	A09-0025	634.7	East Bay Bicycle Coalition	Bicycle Education Safety Program	\$ 410,083	In Progress
5	A09-0026	634.4	City of Fremont	Tri-City Senior Walks Club	\$ 105,000	Closing-out
6	A13-0059	636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$ 50,000	In Progress
7	A13-0062	636.5	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000	In Progress
8	A13-0063	636.6	City of Albany	Buchanan/Marin Bikeway	\$ 536,000	In Progress
9	A13-0064	636.7	City of San Leandro	W. Juana Ped Improvements	\$ 346,000	In Progress
10	A13-0065	636.8	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E.12th to Estuary)	\$ 113,000	In Progress
11	A13-0066	636.9	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	\$ 102,000	In Progress
12	A13-0067	637.0	Cycles of Change	Bike-Go-Round (education/safety program)	\$ 240,000	In Progress
					12 Active Bike/Pedestrian Projects \$ 3,878,682	

EXPRESS BUS PROGRAM						
1	A09-0036	651.2	LAVTA	LAVTA Express Bus Operating Assistance	\$ 1,879,000	Closing-out
2	-	652.3	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$ 321,000	In Progress
3	A13-0060	636.3	AC TRANSIT	East Bay Bus Rapid Transit Bike/Pedestrian Elements	\$ 200,000	In Progress
4	A13-0070	637.3	LAVTA	Route 10 & Rapid Route Operations	\$ 1,000,000	In Progress
5	A13-0071	637.4	LAVTA	Route 12v, 20x, and 70x Operations	\$ 1,000,000	In Progress
					5 Active Express Bus Projects \$ 4,400,000	

PARATRANSIT PROGRAM						
1	A06-0044	662.2	City of Fremont	Tri-City Travel Training Pilot Project	\$ 230,000	In Progress
2	A08-0026	664.3	AC Transit	New Freedom Grant Match (AC Transit Inventory)	\$ 36,000	In Progress
3	A08-0029	664.5	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$ 300,000	Closing-out
4	A08-0034	664.9	City of Emeryville	94608 Area Demand Response Shuttle for seniors and people with disabilities	\$ 357,000	Closing-out
5	A11-0059	666.1	City of Fremont	Tri-City Mobility Management Program (CMMP)	\$ 114,500	In Progress
6	A13-0041	668.1	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$ 200,000	In Progress
7	A13-0043	668.2	Center for Independent Living, Inc.	Mobility Matters Project	\$ 350,000	In Progress
8	A13-0042	668.3	Bay Area Outreach & Recreation Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities	\$ 272,000	In Progress
9	A13-0045	668.4	City of Fremont	Tri-City Mobility Management and Travel Training Program	\$ 200,000	In Progress
10	A13-0052	668.5	Senior Support Program of The Tri Valley	Volunteer Assisted Senior Transportation Program	\$ 150,000	In Progress
11	A13-0050	668.6	City of Pleasanton	Downtown Route Shuttle (DTR)	\$ 85,544	In Progress
12	A13-0046	668.7	City of Fremont	Tri-City Volunteer Driver Programs	\$ 250,000	In Progress
13	A13-0047	668.8	City of Fremont	Tri-City Taxi Voucher Program	\$ 150,000	In Progress
14	A13-0044	668.9	City of Emeryville	8-To-Go: A Demand Response, Door to Door Shuttle	\$ 106,000	In Progress
15	A13-0051	669.0	Senior Helpline Services	Rides for Seniors	\$ 150,000	In Progress
16	A13-0048	669.1	City of Hayward	Central County Taxi Program	\$ 52,100	In Progress
17	A13-0049	669.2	City of Oakland	Taxi-Up & Go Project	\$ 185,000	In Progress
					17 Active Paratransit Projects \$ 3,188,144	

TRANSIT CENTER DEVELOPMENT						
1	A07-0019	662.2	City of Oakland	West Oakland Seventh Street Transit Village Streetscape	\$ 218,500	Closing-out
					1 Active Paratransit Projects \$ 218,500	

ALL ACTIVE PROJECTS SUMMATION						
					35 Active Grant Projects \$ 11,685,326	

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Alameda County Transportation Commission
Vehicle Registration Fee Grants Program
 Active Programs/Projects

Index	Agreement Number	Project Number (APN)	Sponsor	Project Name	VRF Funds Awarded	Status
BICYCLE AND PEDESTRIAN PROGRAM						
1	A13-0059	636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$ 500,000	In Progress
2	A13-0061	636.4	East Bay Regional Parks District	Bay Trail - Gillman to Buchanan	\$ 1,000,000	In Progress
2 Active Bike/Pedestrian Projects					\$ 1,500,000	
TRANSIT PROGRAM						
1	A13-0057	636.0	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements	\$ 3,718,000	In Progress
2	A13-0058	636.1	City of Union City	UC BART Station Improvements & RR Ped Xing Component	\$ 5,730,000	In Progress
3	A13-0068	637.1	City of Alameda	Estuary Crossing Shuttle	\$ 200,000	In Progress
4	A13-0069	637.2	City of Oakland	Broadway Shuttle	\$ 352,000	In Progress
4 Active Express Bus Projects					\$ 10,000,000	

ALL ACTIVE PROJECTS SUMMATION						
6 Active Grant Projects					\$ 11,500,000	

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Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Central County Same Day Transportation Program

RECOMMENDATION: Approve an amendment to the current Memorandum of Understanding with the City of Hayward to obtain additional funds of \$154,000 to support the Central County Same Day Transportation Contract and authorize the Executive Director to execute all necessary agreements.

Summary

A Coordination and Mobility Management Planning (CMMP) Pilot program for Central County Same Day Transportation was funded with \$240,000 in Measure B pass-through and Paratransit Gap Grant Program (Gap) funds. Of the \$240,000, the City of Hayward provides about 72% (\$173,256) from pass-through funds, and the remaining 28% (\$66,744) from Gap funds identified to implement CMMP projects. The program has shown impressive growth, particularly in Hayward, and this amendment will allow the service to continue until its transition to a locally administered contract in July 2014.

Background

In April 2011, the Commission approved \$500,000 of Paratransit Gap Grant Program (Gap) Funds for Coordination and Mobility Management Planning (CMMP) Pilots. In October 2011 the Commission approved \$66,744 to fund expansion of same day transportation taxi service to Central County as a CMMP Pilot.

The Central County Same Day Transportation program enables the 2,000 city-based paratransit program registrants in Central Alameda County (Cities of Hayward, City of San Leandro and surrounding unincorporated areas) to call the service provider 24 hours a day, seven days a week, and receive a trip within 45 minutes of their call or within ten minutes of a time order request. These trips fulfill essential same-day needs and provide a flexible and valuable supplement to the city-based paratransit programs and the ADA-mandated paratransit programs. This pilot project was intended to build upon the success of the existing South County Tri-City Taxi program and maximize flexibility for users.

The Central County Same Day Transportation contract included a budget of \$240,000 with the City of Hayward providing about 72% (\$173,256) from pass-through funds, and the remaining 28% (\$66,744) from Gap funds identified to implement CMMP projects. The overall budget was estimated based on experience with the South County Tri-City Taxi program. The distribution of the funds between the Cities was based on the pass-through formula which incorporates population of seniors and people with disabilities. The Alameda CTC agreed to administer this pilot project contract for the initial two years, and if successful, would transition the administration of the program to the local agencies. The City of Hayward and the Alameda CTC entered into a Memorandum of Understanding (MOU A11-0092) to allow the Alameda CTC to use \$173,256 of Measure B pass-through special transportation funds. Consistent with our initial program implementation strategy, both cities are providing administrative tasks (e.g. outreach and education, distribution of vouchers, and receiving service feedback) as a complementary task to their current city-based programs.

The Same Day Transportation services for people with disabilities and seniors in the Central County area was initiated in summer 2012. The service is provided through a contract with a taxi service provider. The local agencies offer vouchers to city-based paratransit program registrants (ie a voucher purchased from the city for \$3.50 provides a \$14 taxi trip). The contract provides for accessible and non-accessible vehicles. The Agreement continues until July 31, 2014.

The program has been very successful. The San Leandro portion of the service has shown a leveling off of the trips provided per month in 2013. Approximately 150 rides were provided in August. The Hayward portion of the service has shown tremendous growth, with a trip growth rate of approximately 8% in 2013. Approximately 650 rides were provided in August. Though we do not expect the trips to continue to grow at this rate indefinitely, we have identified that additional funds are required to maintain this high level of service through the term of the contract. Staff is requesting an additional \$154,000 of City of Hayward pass-through funds to provide the trips projected through the end of the contract (July 31, 2014). In the event less funds are required, the funds would remain with the City of Hayward. An amount of \$4,000 is also included in the above request to provide additional vouchers. This level of funding is within the identified operating reserve level of their FY 13/14 Paratransit Program Plan, and the City of Hayward staff is concurrently seeking approval of the proposed funding.

In May 2013, the Commission approved a Gap Cycle 5 Grant of \$52,100 for the Central County Taxi Program to continue to provide services from August 1, 2014 to June 30, 2015. This funding is primarily designated for San Leandro's share of the service, with the funding plan calling for Hayward to continue to utilize their Measure B Paratransit pass-through funds to also support the program. With the transition from CMMP Pilot to local administered project, the cities will also assume complete administration of the program.

Staff requests the Commission approve an amendment to the current Memorandum of Understanding with the City of Hayward to obtain additional funds of \$154,000 of Measure B

Paratransit pass-through funds to support the Central County Same Day Transportation Contract and authorize the Executive Director to execute all necessary agreements.

Fiscal Impact: The fiscal impact for approving this item is \$154,000, which will consist of Measure B Paratransit pass-through funds from the City of Hayward.

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

John Hemiup, Senior Transportation Engineer

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Webster Street SMART Corridor Project (PN 740.0): Amendment No. 4 to the Professional Services Agreement CMA A10-010 with Harris & Associates Inc.

RECOMMENDATION: Approve the amendment and authorize the Executive Director to execute Amendment No. 4 to Agreement No. CMA A10-010 with Harris & Associates, Inc. for construction management services.

Summary

Alameda CTC is responsible to Advertise, Award, and Administer (AAA) the Webster Street SMART Corridor Project in Alameda. Construction activities began in February 2013 and are anticipated to be completed in October 2013. Due to unforeseen delays during construction, an additional \$53,000 is needed to provide continued construction management support services to successfully complete the project. Approval by the Authority to execute the requested contract amendment will allow Harris and Associates, Inc. to provide the originally contracted services through the completion of the project.

Background

The Alameda CTC in partnership with the City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans and AC Transit are implementing the Webster Street SMART Corridor Project 6. This project will be an expansion of the existing East Bay SMART Corridors System. The project will install Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, and Microwave Vehicle Detection System (MVDS) devices along Webster Street in the city of Alameda. The field elements will connect to a communications network that will transmit the data to the City of Alameda Traffic Management Center (TMC).

On August 16, 2010, a contract was entered into with Harris & Associates, Inc. in the amount of \$112,000 to provide construction management services for the Webster Street SMART Corridor Project.

Due to delays in obtaining FHWA approval of the project and the allocation of Federal Funds, the project did not start construction until 2-1/2 years later in February 2013. Unforeseen construction issues have further delayed the completion of construction from July 2013 to October 2013.

Previously executed amendments were for time only extensions to address the 2-1/2 year project delay. An amendment history is provided in Table A below. This amendment will add an additional \$53,000 to fund the construction management services through project construction and closeout. Budget for this additional need is accounted for in the project's funding plan. The original contract was funded with and paid for with Federal and local (TFCA) funds. This amendment will be funded and paid for in the same manner.

Approval by the Authority to execute the requested contract amendment will allow Harris and Associates, Inc. to provide the originally contracted services through the completion of the project.

Table A: Amendment History

Amendment No.	Description	Date of Board Action	Fiscal Impact
1	1 year time extension	July 28, 2011	None
2	1 year time extension	April 26, 2012	None
3	6 months time extension	June 27, 2013	None

Fiscal Impact: The fiscal impact for approving this item is \$53,000, which was included in the budget adopted for FY 13-14.

Staff Contact

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

[Connie Fremier](#), Project Controls Team



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Guaranteed Ride Home Contract Extension and Augmentation

RECOMMENDATION: Approve an extension to Professional Services Agreement A12-0007 with Nelson/Nygaard Consulting Associates for Guaranteed Ride Home Program Operations through November 1, 2014 and allocate \$115,000 of TFCA funding for an additional year of program operations and program enhancements.

Summary

The Guaranteed Ride Home (GRH) program is a Transportation Demand Management (TDM) strategy that encourages people to reduce their vehicle trip making by offering them a ride home for emergency situations or unscheduled overtime when they take alternative modes of transportation to work. The Alameda County GRH program was initiated by the Alameda CTC in 1998 and the GRH Program is one of the TDM measures that the Alameda CTC undertakes to meet state requirements in the Congestion Management Program (CMP) and to reduce greenhouse gas emissions as required by state legislation including Senate Bill 375 and Assembly Bill 32. The GRH program has been funded by Transportation Fund for Clean Air (TFCA) funds since its inception.

Nelson Nygaard was selected as the consultant team to operate the program through a Request for Proposals (RFP) process in 2012. It is recommended that the Commission extend the contract with Nelson/Nygaard to provide GRH operational services through November 1, 2014 and allocate \$115,000 in TFCA funding for an additional year of program operations and program enhancements. The TFCA funding would come from an award of \$270,000 approved by the Alameda CTC on July 25, 2013.

Background

The Guaranteed Ride Home (GRH) program is a Transportation Demand Management (TDM) strategy that encourages people to reduce their vehicle trip making by offering them a ride home for emergency situations or unscheduled overtime when they take alternative modes of transportation to work. The Alameda County GRH program was initiated by the Alameda CTC in 1998 and the GRH Program is one of the TDM measures that the Alameda CTC undertakes to meet state requirements in the Congestion Management Program (CMP) and to reduce greenhouse gas emissions, as required by state legislation including Senate Bill 375 and Assembly Bill 32.

The program is currently funded through a Transportation Fund for Clean Air (TFCA) award of \$270,000 approved by the Alameda CTC on July 25, 2013 that covers fiscal years FY 2013/14 through FY 2014/15. This TFCA award is intended to cover GRH program operations for two years as well as the development of countywide TDM information services.

The Alameda CTC contracted with Nelson/Nygaard to provide Guaranteed Ride Home program operational services on November 1, 2012 (Contract A12-0007). The agreement covers a period through November 30, 2013, with an option to extend the agreement for up to 5 years depending on program funding availability.

Staff has negotiated a budget and scope of work for an additional year of Guaranteed Ride Home program operations and associated program enhancements with Nelson/Nygaard. The budget for this work is \$115,000. The scope of work includes:

- Ongoing program operations through November 1, 2014,
- Implementation of program enhancements including a reimbursement-based payment system that will increase ease of use for GRH members and enable program administrative cost-savings, and
- Development of countywide TDM information resources which will reinforce the GRH program, as outlined in the Countywide TDM strategy approved by the Alameda CTC on May 23, 2013.

Fiscal Impact: The fiscal impact for approving this item is \$115,000, which was included in the budget adopted for FY13-14 as part of the Alameda CTC approved 2013 TFCA program.

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE:	October 7, 2013
SUBJECT:	Dumbarton Corridor Improvements Project (PN 625.0): Nomination of tri-city candidate projects for RM2 allocation, program remaining Measure B, and commit to re-direct the future STIP funds to Planning Area 3 projects
RECOMMENDATION:	1) Approve the nomination of the Tri-City candidate projects to receive the remaining RM2 allocation, 2) Program \$13 million in Measure B funds to the Central Avenue Overpass Project, and 3) Re-direct the \$69 million future STIP commitment to Planning Area 3 projects.

Summary

The Metropolitan Transportation Commission (MTC) has requested that sponsors of Regional Measure 2 (RM2) funded projects with unallocated funds submit an implementation plan to advance the project or a usable segment. The Dumbarton Rail project has unallocated RM2 funds of approximately \$34.6 million. The project sponsor, the San Mateo County Transportation Authority (SMCTA), and the Alameda CTC have worked with the stakeholder cities in the Peninsula and the East Bay respectively, to develop an inventory of projects that would be eligible to receive unallocated RM2 funds. It is recommended that the Tri-City projects nominated to receive the remaining RM2 funding allocation be approved.

The 2000 Measure B had programmed \$19 million for Dumbarton Corridor Improvement Projects (PN 625). The Commission has previously allocated \$6 million to projects. The remaining Programmed Balance is \$13 million in unallocated funds. Dedicating these remaining programmed funds to the Central Avenue Overpass Project will allow the future allocation and subsequent expenditure of the funds for right of way and construction. It is recommended that the remaining balance be programmed to the Central Avenue Overpass Project.

In 2008, Alameda County Congestion Management Agency committed to program \$69 million of Planning Area 3 future STIP commitment funds to Warm Springs Extension based on a projected shortfall. Since then, Warm Springs Extension project has experienced bid savings rendering the \$69 million STIP commitment as project contingency. As a result, at the completion of Warm Springs Extension Project, the STIP commitment will become

available to Planning Area 3 to program the funds for its priority projects. It is recommended that the future STIP commitment be re-directed to the Planning Area 3 projects.

Background

The Alameda CTC identified funding for the Dumbarton Corridor Improvements in the 2000 Transportation Expenditure Plan. The projects were identified to relieve congestion and promote transit use in the Dumbarton Bridge corridor. The RM2 Program was approved in 2004 to fund transportation project to reduce congestion or make improvements in the toll bridge corridors. The Program included funding for the Dumbarton Rail Corridor (DRC) Project. The San Mateo County Transportation Authority (SMCTA) is the project sponsor, with the Capitol Corridor and the Alameda CTC as co-sponsors.

The DRC Project proposes a rail connection from the Caltrain corridor on the San Francisco Peninsula to the Union City intermodal Station, including upgrading the Dumbarton Rail Bridge and providing other commuter improvements to relieve congestion in the Dumbarton bridge corridor. The proposed passenger rail service will span the southern portion of the San Francisco Bay and connect communities in the east bay with the Peninsula. The environmental phase began in 2005 which refined the alternatives and developed engineering and cost estimates that identified a significant funding shortfall.

The project was on hold until November 2010 when completion of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was authorized. The Draft EIS/EIR was completed in 2012; however, the Federal Transportation Authority (FTA) will not review and approve the documents until full funding for the project is identified.

In January 2012, the MTC approved a change of project scope and use of RM2 operating funds for expanded Express Bus operations between the Union City Intermodal Station and the Menlo Park/Palo Alto area. The Express Bus services are currently in operation.

In May 2013, MTC contacted sponsors of RM2 funded projects that had unallocated funds due to a delay in project delivery. MTC requested that the project sponsor submit an implementation plan to MTC that demonstrates how the agency intends to advance the project toward a usable segment of the project so that RM2 funds can be allocated by March 31, 2014. The Dumbarton Rail project has an unallocated amount of approximately \$34.6 million.

In the past several months, the Project Development Team for the Dumbarton Rail project has met to discuss the preparation of a RM2 implementation plan. The SMCTA and the Alameda CTC have worked with the stakeholder cities on the Peninsula and in the East Bay, respectively. The Alameda CTC met with the cities of Union City, Newark and

Fremont individually, and at a South County Summit meeting on September 16, 2013. As a result of the meetings, the cities have each identified a list of priority projects for RM2 funding, as well as other funding sources. The project selection process considered the following criteria for the unallocated RM2 funds:

- The project should have a strong nexus to the DRC project.
- The project will be fully funded with the inclusion of the RM2 funding.
- The project is able to receive the RM2 allocation by March 2014.
- The project can comply with the RM2 Timely Use of Funds provisions (and other policies and provisions of MTC Resolution 3636)
- The project will provide a usable segment to the Dumbarton Corridor project.
- The project should have a “strong appeal to the voters.”

The Tri-Cities' combined project list is included as Attachment A, Proposed Projects – East Bay.

The SMCTA has worked with the stakeholder cities in the Peninsula and has established a priority list. The priority list includes local capital projects and equipment and operational improvements for the Dumbarton Express Bus service.

During the process of identifying candidate projects that are eligible to receive remaining RM2 funds, a need to convene a South County Summit meeting was identified. The purpose of the Summit was to develop a list of priority projects for the region eligible for other funds committed for the region. Following actions were identified at the South County Summit meeting:

1. Program \$13 million in 2000 Measure B Funds to Central Avenue Overpass Project in Newark – The 2000 Measure B had identified \$19 million for Dumbarton Corridor Projects. There is \$13 million in unallocated funds remaining for the corridor. Programming these remaining funds to the Central Avenue Overpass Project will allow the future allocation and subsequent expenditure of the funds for right of way and construction. An existing allocation of \$2.7 million in Measure B funds has been made to the City of Newark for project development. Central Avenue is an important east-west route through the City and serves as a bypass for regional traffic using Route 84 and Interstate 880 to travel the Dumbarton bridge corridor.
2. Re-direct \$69 million commitment in Future State Transportation Improvement Program (STIP) – In 2008, Alameda County Congestion Management Agency committed to program \$69 million of Planning Area 3 future STIP commitment funds to Warm Springs Extension based on a projected shortfall. Since then, Warm Springs Extension project has experienced bid savings rendering the \$69 million STIP commitment as project contingency. As a result, the STIP commitment will become available to Planning Area 3 to program the funds for its priority projects.

3. Future Transportation Expenditure Plan (TEP) for Dumbarton Corridor – In the 2012 Measure, \$120 million was committed to Dumbarton Corridor Projects. If a similar future TEP is adopted and passed, \$120 million would become available for projects in the region. At the south county summit, the three cities recommended following concept for the future TEP language:

Dumbarton Area Transportation Improvements – Projects that support Transit, Transit Oriented Development (TOD), Priority Development Area (PDA), Transportation projects such as local streets and roads, bike and pedestrian investments within the cities of Fremont, Newark, and Union City.

At the South County Summit meeting, a list of candidate priority projects was identified to program these funds in the future. The identified Tri-City Priority Projects are shown in Attachment B.

It is recommended that the Commission approve the nomination of the Tri-City Priority Projects as candidate projects to receive the remaining RM2 allocation, program the remaining Programmed Balance of \$13 million in 2000 Measure B Funds to the Central Avenue Overpass Project and re-direct the \$69 million future STIP commitment to Planning Area 3 projects.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Potential Projects – East Bay
- B. Tri-City Priority Projects

Staff Contact

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

[Raj Murthy](#), Project Controls Team

Potential Projects - East Bay

Improvement	Description	Order of Magnitude Cost (\$ Millions)
Express Bus Station and Pedestrian overcrossing, Newark	Construction of the Newark Rail Station for use as an express bus station/park and ride lot. The station would include a 550 space parking lot, access roads, bus bays and a passenger platform. it could be served by AC transit, the Dumbarton Express Bus system as well and private employer busses and shuttles.	\$9.73
Decoto Road Complete Street and Railroad Xing Signal Coordination, Union City	This project will provide complete street improvements to Decoto Road from Mission Blvd to the City Limits with Fremont. Improvements include: overlaying with new AC; restriping the roadway and bike lanes; upgrading signage and BART directional signage; providing Bay friendly landscape and rain gardens along with irrigation to both sides of the street and median within existing ROW. In addition this project includes an advance warning railroad signal preemption system to connect the traffic signals on Decoto Road with the railroad crossing.	\$6.00
Security/Fueling upgrades for Dumbarton Express Bus located at Union City Corp Yard	This project provides upgrades to the underground fueling system and provides a video surveillance system of the Bus Storage yard at the City's corporation yard. The Dumbarton Express Buses are fueled and parked in the Union City corporation yard.	\$0.10
Centerville Station, Fremont	This project would upgrade the existing short asphalt concrete train station passenger platform at the southern side of the Centerville Station to concrete and extend the platform to approximately 700' to improve passenger access and convenience and allow modification of the train crossing signals so the crossing gates no longer block Fremont Boulevard the entire time a train is in the station.	\$1.00
Safety improvements at UPRR/Street crossings, including raised medians, four quadrant railroad gates, improved sidewalks and lighting, etc.	This project will provide safety improvements at the UPRR crossings of Fremont Boulevard, Maple Street, Dusterberry Way and Blacow Road west of the Centerville Train Station. Four-quadrant gates will be installed at the Fremont and Maple crossings which will prevent vehicles from driving around crossing arms. At the Dusterberry and Blacow crossings a median will be installed to accomplish the same restriction on vehicles driving around the gates. All crossings will have minor roadway and sidewalk improvements associated with the crossing improvements.	\$3.20
Rail Spur Relocation to open access to Warm Springs BART Station (stand alone portion of west side access structure project, below)	The City's highest priority project is providing access from the west side of the Warm Springs BART station to the 109 acre UPRR parcel west of the station. This parcel is currently being sold by UPRR to a developer for transit oriented jobs and residential development consistent with the City's Warm Springs Community Plan. However, for TOD to be built there must be access to the station. Currently, the entire eastern frontage of the 109 acre parcel is a UPRR spur track that completely blocks access to the west side of the BART station. In order to provide BART access to this parcel and many other properties west of the station, this spur track, which is critical to the operation of UPRR's Warm Springs Yard, must be relocated.	\$2.07

<p>Fremont Blvd. Streetscape, pedestrian and bicycle improvements in Centerville PDA</p>	<p>This project would provide streetscape and complete street elements to Fremont Blvd. and improve safety and access to the Centerville Train Station with ACE, Capitol Corridor and possible future DRC service. Improvements proposed include installing new continuous bike lanes, bulb-outs at intersections to improve pedestrian safety, striping lane configurations to provide traffic calming, providing on-street parking, installing accommodations for future bus transit and constructing enhanced landscaping in the new median and sidewalks. These bike and pedestrian access improvements would benefit all the patrons using the Centerville station including ACE, Capitol Corridor and Amtrak riders and also be consistent with the goals of the Centerville PDA.</p>	<p>\$7.40</p>
<p>Final Design Phase of BART Warm Springs Station West Side Access Structure</p>	<p>The project scope includes: 1) A wide, visually appealing access bridge; 2) Elevators, escalators and stairs to transition from the bridge to ground level; 3) An attractive station entrance plaza with passenger drop off, bicycle lockers and benches; and 4) Possible relocation and/or raising of the PG&E transmission towers adjacent to the UPRR tracks.</p>	<p>\$4.50</p>

Tri-City Priority Projects

Project Location/Name	Project Cost	Funding Need
	(\$ X 1,000)	
City of Newark		
Dumbarton Rail Corridor		
Express Bus Station and Pedestrian overcrossing	\$9,730	\$9,730
Central Avenue Overpass	\$21,700	\$18,300
Thornton widening	\$14,000	\$14,000
Future Funds		
Lindsay Tract Street & Storm Drainage Improvements	\$2,500	\$2,500
Thornton Avenue Pavement Rehabilitation (I-880 to Olive)	\$1,400	\$1,400
Thornton Avenue/Old Town Streetscape Improvements (Olive to Elm)	\$2,000	\$2,000
Thornton Avenue Streetscape Improvements (Elm to Willow)	\$2,000	\$2,000
Bay Trail Gap Closures		
Expansion of Pedestrian and Bicycle Programs and Facilities		
Paratransit Services		
Local Streets and Roads: maintenance & minor improvements		
City of Union City		
Dumbarton Rail Corridor		
Decoto Road Complete Street and Railroad Xing Signal Coordination	\$6,000	\$6,000
Security/Fueling upgrades for Dumbarton Express Bus located at UC Corp Yard	\$100	\$100
Future Funds		
East West Connector	\$225,000	\$115,000
Shinn Connection Right of Way and Construction	\$5,000	\$5,000
Passenger Rail Segment G	\$180,000	\$180,000
Decoto Road Grade Sep. at Oakland Sub	\$20,000	\$20,000
UC Passenger Rail Station	\$20,000	\$20,000
I-880 Auxiliary Lanes from Whipple to Alvarado/Fremont	\$50,000	\$50,000
UCB Bike lanes Phase 2	\$5,000	\$5,000
Bike Ped Xing UPRR	\$20,000	\$20,000
UC Transit/ Para transit Vehicles	\$3,350	\$3,350
City of Fremont		
Dumbarton Rail Corridor		
Centerville Station Platform Improvements	\$1,000	\$1,000
Safety improvements at UPRR/Street crossings, including raised medians, four quadrant railroad gates, improved sidewalks and lighting, etc.*	\$3,200	\$3,200
Rail Spur Relocation to open access to Warm Springs BART Station (stand alone portion of west side access structure project, below)	\$2,070	\$2,070
Fremont Blvd. Streetscape, pedestrian and bicycle improvements in Centerville PDA*	\$7,400	\$7,400
final design phase of BART Warm Springs Station West side Access Structure	\$4,500	\$4,500
Future Funds		
Existing RTP Projects to Continue		
Widen Kato Road from Warren Ave. to Milmont Drive including bike lanes*	\$12,700	\$12,700
Programmatic Projects		
Expansion of Bicycle and Pedestrian Facilities and Programs		
Bay Trail Gap Closures in Fremont		
Continuing funding for Paratransit Services Run by the City of Fremont		
Local Street and Road Maintenance and minor improvement funding		
Sidewalk and Intersection ADA Ramp Improvements city-wide		
Transit Projects		
Irvington BART Station (Irvington PDA)*	\$126,930	\$126,930
Improved Bus Service on Fremont Blvd. from Union City BART Station via Decoto Road and Fremont Blvd. to Centerville, Fremont BART, Irvington BART and Warm Springs BART Stations (Spans all Fremont PDA's)	TBD from AC Transit	TBD from AC Transit
City Center/Downtown Bus/Shuttle Circulator (City Center PDA)	TBD	
Capitol Corridor & ACE Train Station at west end of Auto Mall Parkway*	\$10,930	\$10,930

Tri-City Priority Projects

Project Location/Name	Project Cost	Funding Need
	(\$ X 1,000)	
Bicycle/Pedestrian Projects		
"Rails to Trails" project in Union Pacific Railroad/BART right of way: Niles to Warm Springs* Include bike/pedestrian grade separation and bicycle improvements in Centerville PDA*	\$44,000	\$44,000
Phase 2 of Downtown Pedestrian Streetscape improvements on existing Capitol Avenue and portion of New Middle Road (City Center PDA)*	\$60,000	TBD
Greenbelt Gateway Project on Grimmer Blvd. between Fremont Blvd. and Paseo Padre Parkway creating improved pedestrian and bicycle connections with Central Park*	\$9,300	\$9,300
Regional Road Projects		
Auto Mall Parkway - widen to 6 lanes from I-680 to I-880*	\$25,200	\$25,200
Phase 1 – Widen Auto Mall/Osgood Intersection for BART Access, is now funded with Measure B funds from STIP swap	\$3,500	\$0
Mission Boulevard – widen to 6 lanes from Warm Springs Blvd. to I-680 and improve Warm Springs/Mission intersection*	\$5,000	\$5,000
I-680/Mission Blvd. Interchange Reconstruction*	\$22,000	\$22,000
Local Road Projects		
Access/roadway connections to the west side of the Irvington BART station* Construct extension of High Street at the terminus of Main Street (under Washington Grade Separation) to the station area Construct a new road connecting to Roberts Avenue and to High Street at the station	Included in Irvington station estimate above	
Relinquished Route 84 – upgrade current route from I-880 to Mission Blvd* Improve signals and intersections to current City standard Widen unimproved sections of Peralta and add bike lanes and sidewalks to current City standards Widen Mowry Avenue below UPRR tracks (new UPRR bridges)	\$44,700	\$44,700
Fremont Blvd. – widen to 6 lanes from I-880 to Grimmer Blvd.*	\$4,750	\$4,750
Vargas Road Safety Improvement Project from I-680 to Vargas Plateau Regional Park*	\$5,160	\$5,160
Warm Springs PDA Infrastructure Projects		
Access Structure to West Side of Warm Springs BART Station*	\$32,000	\$30,000
Upgrade Lopes Court to a complete street with possible extension	\$4,500	\$4,500
Construct Innovation Way from Fremont Blvd. to Lopes Court (and BART station)	\$11,500	\$11,500
New north/south road from Innovation Way to So. Grimmer	\$4,700	\$4,700
Convert Tesla Access Road to a City street and make into a complete street	\$3,000	\$3,000
Other Regional Road Projects not previously submitted		
Northbound I-680 – add new Express Lane from Rt. 237 to Pleasanton – submitted by ACTC or Caltrans		
Remaining funding needed for East-West Connector Project – submitted by Union City (see above)		
Totals	\$1,035,720	\$856,920

Notes:

* Denotes projects previously submitted for Measure B3 Expenditure Plan by Fremont

Projects must be in the CWTP and the RTP (Plan Bay Area)

Projects must be feasible and deliverable

Projects must be in the local jurisdictions CIP

RM2 funding requires that projects are delivered within five years

STIP Projects must comply with the Principles for Development, including project readiness and consistency with the CWTP



Memorandum

6.5

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DATE: October 7, 2013

SUBJECT: Various Projects: Amendments to Professional Services 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 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 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.

Three 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

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

[Trinity Nguyen](#), Senior Transportation Engineer

A. Table A: Contract Time Extension Summary

Index No.	Contract No.	Firm/Agency	Project/Services	Contract Amendment History	Time Request	Reason Code	Fiscal Impact
1	A09-0022	City of Newark	Expand and Enhance Bicycle and Pedestrian Services in Alameda County	A1: Additional time A2: Additional time A3: Additional time A4: Additional time A5: Additional time A6: Additional time	1 year	3	None
2	A07-0001	TY Lin International	East-West Connector/Preliminary Engineering, Environmental, and Design Services	A1: Increase budget	1 year	3	None
3	A10-012	PB Americas, Inc.	I-80/Gilman Street Interchange Improvements/ Project Study Report (PSR)	A1: Additional time	1 year	3	None

- (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

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 7, 2013

SUBJECT: Semi-Annual Capital Projects Update

RECOMMENDATION: Receive a semi-annual update on the Alameda CTC Capital Projects Program

Summary

The Semi-Annual Capital Projects Status Update provides information on the status of capital projects programs implemented by Alameda CTC and/or being funded wholly, or in part, with Measure B Capital funds. These programs include the 1986 Measure B Program, 2000 Measure B Program, and the "I-Bond" Program. The update discusses the overall status of each program and major milestones achieved since the previous semi-annual update.

The Alameda CTC capital projects are summarized into three groups:

- I. 1986 Measure B Projects
- II. 2000 Measure B Projects
- III. Proposition 1B "I-Bond" and Other Projects

Currently active capital projects are listed in Table A in Attachment A. The list of 44 projects includes 37 Measure B funded capital projects, funded wholly, or in part, with funding from either the 1986 Measure B (ACTA) Capital Program or the 2000 Measure B (ACTIA) Capital Program. The other eight projects included in the 44 are capital projects being implemented by the Alameda CTC using non-Measure B funding sources. Table A in Attachment A includes a summary of current project status information including the current project phase, schedule, Measure B funding, and other funding. In Summary:

- Of the committed \$756.4 million for 2000 Measure B capital projects, \$709 million has been allocated, essentially delivering 93% of the program in just eleven (11) years.
- Fifteen (15) projects with total project costs of more than \$2.53 billion are in the Construction phase

- Twelve (11) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$543 million
- Three (3) are in the Preliminary Engineering/Environmental Studies phase with more than \$50 million of funding
- Four (4) are in the Scoping phase with more than \$20 million of funding; and
- Eight (8) other projects are listed in the Project Closeout phase with total costs of more than \$337 million.

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

Background

I. 1986 Measure B (ACTA) Capital Projects Program

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

- Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects:
 - Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238, Project No. 506);
 - I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12, Project No. 612);
 - Central Alameda County Freeway System Operational Analysis (MB240, Project No. 508); and
 - Castro Valley Local Area Traffic Circulation Improvement Project (MB241, Project No. 509).
- Amendment No. 2 to the 1986 Expenditure Plan, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added a replacement project for the Historic Parkway:
 - I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0).

Current Status:

All capital projects in the 1986 Measure B has been delivered except for these four projects which are still active and have remaining, unexpended commitments of Measure B funding from the 1986 Measure B:

1. I-880/Mission Boulevard (Route 262) Interchange Completion Project (Project No. 501.0):

Remaining scope from the project has been integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project being implemented by the VTA, which is currently under construction.

2. I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0):

The Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is on hold, pending identification of additional funding. The project cost estimate is currently \$225 million. Available funding for this project is approximately \$110 million, including \$88 million in 1986 Measure B funds, resulting in a shortfall of \$115 million. Additional funding is anticipated from proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway via the LATIP. However, it is not anticipated to make up the current funding shortfall.

3. Route 238/Mission-Foothill Corridor Improvement Project in Hayward (Project No. 506.0):

Project is currently in close out phase.

4. Castro Valley Local Area Traffic Circulation Improvement Project (Project No. 509.0):

Project is in scoping phase. The local area circulation project consists of multiple project phases and potentially, multiple projects. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.

II. 2000 Measure B (ACTIA) Capital Projects Program

The 2000 Measure B (ACTIA) program of capital projects includes 27 projects of various magnitude and complexity that incorporate all travel modes throughout Alameda

County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements.

Current Status:

The current project construction schedules and total project funding amounts for the active capital projects included in this Update are shown in Table A in Attachment A.

Projects in the Project Development Phase

1. Telegraph Avenue Corridor Bus Rapid Transit – (Project No. 607.0) – AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the design phase with construction scheduled to begin during 2014.
2. Iron Horse Transit Route (Project No. 609.0) – The project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART Station. The project is currently in the design and right of way phases. Construction is scheduled to begin during 2014.
3. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0) – The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin during 2014.
4. East 14th Street/Hesperian Blvd./150th Street Intersection Improvements (Project No. 619.0) - The City of San Leandro is the project sponsor. The project is currently in the design/right of way phase. Construction is scheduled to begin in early 2015.
5. Dumbarton Corridor Improvements (Project No. 625.0) - The Dumbarton Rail Corridor element of this project will extend rail service from San Mateo County to the Union City Intermodal Station. The project is significantly under-funded. The project sponsor, SamTrans, and the Project Development Team has decided not to circulate the Draft Environmental Document at this time and has decided to place the project on hold until funding shortfall has been addressed. MTC has requested SamTrans to submit a plan to allocate the remaining RM2 fund programmed for the project. Staff is working with SamTrans, Cities, and MTC to develop a plan. In the meantime, interim bus operations are in place to enhance ridership on the Dumbarton Bridge. The Commission also allocated 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor.
6. I-680 Sunol Express Lane - Northbound (Project No. 721.0) – While the southbound project is in the closeout phase, the northbound project is currently in preliminary engineering and environmental studies phase expected to gain approval by March 2015.

Projects in the Construction Phase

1. Route 84 Expressway – The North Segment (Project No. 624.1) is under construction with a projected completion of spring 2014. The South Segment (Project No. 624.2) of the overall project is funded by a mix of 2000 Measure B Capital Program funding along with local and state funds. The project is currently in the design phase with right of way and utility relocation activities occurring concurrently with design. The project is currently facing a funding shortfall of \$12 million.
2. The Westgate Parkway Extension – The first phase was completed in 2006 and the remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane - South Segment, which is currently under construction.
3. BART Warm Springs Extension (Project No. 602) – Expected completion is December 2015
4. BART Oakland Airport Connector (Project No. 603) – Expected completion date is November 2104
5. Downtown Oakland Streetscape Improvement (Project No. 604) – Expected completion is June 2015
6. Altamont Commuter Express Rail (Project No. 725.1)

III. Proposition 1B “I-Bond” and Other Projects

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. Seven Alameda County candidate projects were selected by the CTC for funding under the Prop 1B program. 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 highway 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.

The seven I-Bond funded projects are a very high priority for the Alameda CTC given commitments made by the Alameda CTC in the baseline agreements that were required for the I-Bond funding. Construction contracts have been awarded for six of the seven I-Bond projects being implemented in part by the Alameda CTC. The construction contract for the seventh I-Bond project, the I-880 North Safety and Operational Improvements at 23rd - 29th Project, is expected to be awarded by the January 2014, and will be administered by Caltrans. The Alameda CTC took the lead on the project development and right of way phases for the I-Bond projects with most of the construction contracts being administered by Caltrans.

In order to minimize Alameda CTC exposure to financial risks during construction phase, staff has implemented an engaged construction oversight program in cooperation with Caltrans. The goal of the construction oversight program is to partner with Caltrans and meet the cost and schedule parameters of the projects. However, inherent to construction, unforeseen risks may exist that threaten these goals.

Projects in the Project Development Phase

1. I-580 Express Lanes Project (Project Nos. 720.4 & 724.1): The I-580 Express Lanes Project is a regionally significant project in this category. The I-580 Eastbound direction of the Express Lanes project will follow the I-580 Eastbound Auxiliary Lanes project currently under construction to provide the required footprint for the express lanes. The westbound express lanes project will follow the I-580 Westbound HOV Lane project currently under construction. The express lane project construction is scheduled for fall 2014. Currently, the westbound express lane has obtained environmental approval. The environmental approval for eastbound express lanes is expected in Feb 2014.
2. I-580 Westbound HOV Lane – Landscaping (Project No. 724.6)
3. I-80 Gilman (Study Only) - (Project No. 765.0)
4. I-580 Corridor Environmental Mitigation - (Project No. 720.3)

Projects in the Construction Phase

1. I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Project No. 720.5)
2. I-580 Westbound HOV Lane – East Segment (Project No. 724.4)
3. I-580 Westbound HOV Lane – West Segment (Project No. 724.5)
4. I-880 Southbound HOV Lane – South Segment (Project No. 730.1)
5. I-880 Southbound HOV Lane – North Segment (Project No. 730.2)
6. I-580 San Leandro Landscaping - (Project No. 774.1)
7. I-880 North Safety and Operational Improvements at 23rd - 29th Project: (Project No. 717): Award expected by January 2014.
8. Webster Street SMART Corridor - (Project No. 740.0)
9. East Bay Greenway (Coliseum BART to 85th Avenue) - (Project No. 635.2) - The East Bay Greenway project from the Coliseum BART station to 85th Avenue is a Measure B Bicycle and Pedestrian Grant funded project being implemented by the Alameda CTC. Construction started in October 2013.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Table A: Alameda CTC Capital Projects Program Summary

Staff Contact

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

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

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Table A: Alameda CTC Capital Projects Program Summary

Index	Project Name	AlaCTC Project No.	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)							Total Funding (All Sources)
				Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other	
1986 Measure B													
1	Route 238/Mission-Foothill-Jackson Corridor Improvement	506.0	Project Closeout	July 2010	Jul 2013	80.0	0.0	0.0	0.0	0.0	14.0	6.5	100.5
2	I-880/Mission Blvd (Route 262) Interchange Completion	501.0	Construction	Jul 2012	Mar 2015	3.5	0.0	3.8	64.3	0.0	23.3	57.3	152.2
3	I-880 to Mission Blvd East-West Connector	505.0	Design	Nov 2015	May 2018	88.8	0.0	0.0	0.0	0.0	21.0	0.0	109.8
4	Castro Valley Local Area Traffic Circulation Improvement	509.0	Scoping	TBD	TBD	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
2000 Measure B													
Completed 2000 Measure B Projects (12 Projects)													435.1
5	Union City Intermodal Station	606.0	Project Closeout	Jun 2007	Mar 2012	0.0	12.6	20.4	7.7	0.0	6.3	0.0	47.0
6	I-580/Castro Valley Interchange Improvements (Note 5)	612.0	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	1.9	4.8	0.0	0.0	0.0	33.2
7	Lewelling/East Lewelling Blvd Widening	613.0	Project Closeout	Jul 2009	Oct 2012	0.0	13.6	0.0	4.3	0.0	13.8	0.1	31.8
8	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	617.1	Project Closeout	Jul 2009	Oct 2012	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
9	Isabel Avenue - Route 84/I-580 Interchange	623.0	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	11.3	44.4	0.0	32.4	0.0	113.2
10	I-680 Sunol Express Lanes - Southbound	710.4	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	5.4	8.0	0.0	8.0	0.0	41.1
11	BART Warm Springs Extension	602.0	Construction	Sep 2009	Dec 2015 ⁽⁴⁾	0.0	224.4	0.0	295.4	321.0	49.2	0.0	890.0
12	BART Oakland Airport Connector	603.0	Construction	Sep 2010	Nov 2014 ⁽⁴⁾	0.0	89.1	130.7	78.9	146.2	39.3	0.0	484.1
13	Downtown Oakland Streetscape Improvement	604.0	Construction	Sep 2007	Jun 2015	0.0	6.4	0.0	0.0	0.0	8.5	0.0	14.9
14	Route 84 Expressway - North Segment	624.1	Construction	Mar 2012	Feb 2014	0.0	20.5	0.0	16.1	0.0	0.0	0.0	36.6
15	Alfmont Commuter Express Rail	725.1	Construction	Various	Various	0.0	13.2	123.1	155.3	0.0	182.6	0.0	474.2
16	Telegraph Avenue Corridor Transit Project	607.1	PE / Design	Jan 2014	Apr 2016	0.0	11.5	50.4	44.4	45.5	0.3	0.0	152.1
17	Iron Horse Transit Route	609.0	Design	May 2014	Jun 2015	0.0	6.3	0.0	0.0	0.0	5.7	0.0	12.0
18	Route 92/Clawiter - Whitesell Interchange and Reliever Route	615.0	Design	Jun 2014	Jan 2016	0.0	27.0	0.0	0.0	0.0	0.7	0.0	27.7
19	East 14th St/Hesperian Blvd/150th St Intersection Improvement	619.0	Design	Feb 2015	Apr 2016	0.0	3.2	0.0	0.0	0.0	2.2	0.0	5.4
20	Route 84 Expressway - South Segment	624.2	Design	Feb 2015	Dec 2016	0.0	71.9	0.0	0.0	0.0	10.0	3.5	85.4
21	Route 84 Expressway - Landscaping	624.3	Design	Mar 2016	Sep 2019	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
22	I-880 Southbound HOV Lane Landscaping/Hardscaping	730.3	Design	TBD	TBD	0.0	0.1	0.5	0.4	0.0	0.4	0.0	1.4
23	I-580 Corridor Right of Way Preservation	723.0	Right of Way	N/A	N/A	0.0	3.0	0.0	4.7	111.0	0.0	0.0	118.7
24	Dumbarton Corridor Improvements (Study Only)	625.0	Environmental	TBD	TBD	0.0	19.4	0.0	0.0	0.0	0.0	0.0	19.4
25	I-580 Corridor/BART to Livermore Studies (Study Only)	626.0	Environmental	N/A	N/A	0.0	6.7	0.0	0.0	8.6	0.0	0.0	15.3
26	I-680 Sunol Express Lanes - Northbound (Study Only)	721.0	Environmental	TBD	TBD	0.0	15.5	0.0	0.0	0.0	0.0	0.0	15.5
27	I-880/Broadway-Jackson Interchange Improvements (Study Only)	610.0	Scoping	N/A	N/A	0.0	8.1	0.0	3.0	0.0	0.0	0.0	11.1

Table A: Alameda CTC Capital Projects Program Summary

Index	Project Name	AlaCTC Project No.	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)							Total Funding (All Sources)								
				Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other									
28	I-680/I-880 Cross Connector Studies (Study Only)	770.0	Scoping	N/A	N/A	0.0	1.2	0.0	1.0	0.0	0.3	0.0	2.5								
29	CWTP/TEP Development (Study Only)	627.4	Planning	N/A	N/A	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1								
30	Studies for Congested Segments/Locations on the CMP Network	627.5	Planning	N/A	N/A	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6								
Prop 1 B Transportation Bond / Other																					
31	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	720.5	Construction	Nov 2012	Nov 2014	0.0	0.7	0.2	25.1	5.9	1.6	6.9	40.4								
32	I-580 Westbound HOV Lane - East Segment	724.4	Construction	Nov 2012	Nov 2014	0.0	4.4	6.3	63.1	8.7	0.4	0.0	82.9								
33	I-580 Westbound HOV Lane - West Segment	724.5	Construction	Oct 2012	Nov 2014	0.0	1.8	0.1	52.7	5.8	0.6	0.0	61.0								
34	I-880 Southbound HOV Lane - South Segment	730.1	Construction	Sep 2012	May 2015	0.0	0.9	5.1	52.8	0.0	11.0	0.0	69.8								
35	I-880 Southbound HOV Lane - North Segment	730.2	Construction	Nov 2012	Jul 2015	0.0	0.3	2.7	29.8	0.0	3.9	0.0	36.7								
36	I-80 Integrated Corridor Mobility Project	791.0	Construction	Jun 2011	Dec 2014	0.0	2.8	3.2	67.6	1.2	5.2	0.0	80.0								
37	I-880 North Safety and Operational Improvements at 23rd and 29th	717.0	Construction	Apr 2014	Apr 2018	0.0	4.7	1.8	79.9	10.0	5.0	0.0	101.5								
38	I-580 San Leandro Landscaping	774.1	Project Closeout	Jul 2012	May 2013	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4								
39	Webster Street SMART Corridor	740.0	Construction	Sep 2012	Oct 2013	0.0	0.0	0.6	0.0	1.0	0.1	0.0	1.7								
40	East Bay Greenway (Coliseum BART to 85th Avenue) (Note 6)	635.1	Construction	Jul 2013	Apr 2014	0.0	0.0	1.1	0.0	0.2	2.3	0.0	3.6								
41	I-580 Express (HOT) Lanes	720.4/ 724.1	Design	Oct 2014	Nov 2015	0.0	0.0	8.5	6.0	4.1	4.8	1.7	25.0								
42	I-580 Westbound HOV Lane - Landscaping	724.6	Design	TBD	TBD	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4								
43	I-80 Gilman (Study Only)	765.0	Scoping	N/A	N/A	0.0	0.0	1.1	0.0	0.0	0.3	0.0	1.4								
44	I-580 Corridor Environmental Mitigation	720.3	Various	TBD	TBD	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3								
PROJECT TOTALS						\$	192.3	\$	756.4	\$	497.2	\$	1,211.4	\$	721.9	\$	467.5	\$	100.1	\$	3,946.8

Notes:

- The current phase shown is based on available information as of September 2013. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.
- Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
- The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.
- End Construction dates for BART capital projects reflect the point at which revenue service is estimated to begin.
- Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.
- Local funding amount includes \$1.6M in 2000 Measure B bicycle and pedestrian discretionary grant funds

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