



Memorandum

DATE: September 30, 2011

TO: ACTAC

FROM: Matt Todd, Manager of Programming

RE: **Approval of the List of Projects to be Programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP)**

Recommendation

It is recommended the Commission:

1. Approve Resolution 11-012 which includes the list of projects to be programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP) (Attachment A), and

Summary

A Call for Projects was released for the 2012 STIP on June 15, 2011 with applications due to the Alameda CTC by July 13, 2011, in advance of the release of a fund estimate. At the July 2011 meeting, the Commission reviewed the Draft 2012 STIP Fund Estimate material released by the California Transportation Commission (CTC). The CTC approved a Final Fund Estimate in August, which includes about \$29.5 million of programming capacity in the 2012 STIP for the Alameda CTC to program to projects. Overall, the Alameda CTC received requests for about \$275 million for 19 projects.

Background

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

The overall process for the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period.

At the August 2011 meeting, the CTC approved a Final 2012 STIP Fund Estimate (Attachment B). The fund estimate assumptions include that statewide, a negative balance of programming capacity in the first year (FY 2012/13) and the majority of new available capacity in the last two years of the STIP period (FY 15/16 and 16/17).

The 2012 STIP Fund Estimate include a total of about \$35.4 million for Alameda County. This funding target includes any Transportation Enhancement (TE) funds expected to be received. Based on MTC regional policy for the 2012 STIP (including existing regional commitments), the Alameda CTC will have about \$29.5 M available to program.

\$35.4 M	2012 Fund Estimate for Alameda County
\$ 2.2 M	Less Prior Regional Project Commitments
\$ 2.2 M	Less TE Funds Reserved for MTC Regional Program
\$.3 M	Less STIP Administration funds for MTC
<u>\$ 1.2 M</u>	Less STIP Administration funds for Alameda CTC
\$29.5 M	2012 STIP Funds Available to Program (This amount includes \$2 M of TE Funds)

At the August 2011 meeting, the CTC also approved the 2012 STIP Guidelines. The development of the 2012 STIP will consist primarily of programming projects into the two years added to the STIP, 2015-16 and 2016-17. Factors that will need to be considered in the programming of the 2012 STIP will also include: 1) The absence of PTA funds from the STIP – which will affect the programming of transit projects, and 2) On a statewide basis, there is a negative balance of STIP programming capacity in the first year of the STIP, which may require that projects programmed in 2012-13 be delayed (reprogrammed) to a later year – though in Alameda County we do not have a significant amount of funding in FY 12/13 (Attachment C).

The Alameda CTC had previously made commitments, through Alameda County Congestion Management Agency (ACCMA) Resolutions 08-006(Revised) (Attachment D) and 08-018 (Attachment E). The previous commitments represent 8 projects totaling about \$230 million of potential STIP funds (Attachment F). Overall, the Alameda CTC received requests for about \$275 million for 19 projects (Attachment G).

A draft List of Projects to be programmed in the RIP of the 2012 STIP is detailed in Attachment H. A total of 14 projects are proposed to receive funding. The Draft 2012 STIP includes programming that would completely fund the prior commitments funding levels to two projects and provide a partial funding of the prior commitment for another 4 projects. The principles for the development of the 2012 STIP are detailed in Attachment I.

It is recommended the Commission approve Resolution 11-011, which includes the list of projects to be programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP).

Next Steps

MTC is scheduled to consider a final program for the 9 county Bay Area region in November. The MTC region's STIP proposal is due to the CTC in December 2011. The CTC is scheduled to approve the final 2012 STIP in April 2012. The 2012 STIP Development Schedule is detailed in Attachment J.

Attachments

- Attachment A: Resolution 11-011 – Approval of the Alameda CTC 2012 STIP Program
- Attachment B: 2012 STIP Fund Estimate
- Attachment C: Remaining Projects in 2010 STIP
- Attachment D: ACCMA Resolution 08-006(Revised)
- Attachment E: ACCMA Resolutions 08-018
- Attachment F: Summary of Previously Approved STIP Commitments
- Attachment G: Summary of 2012 STIP Requests for Funding
- Attachment H: Recommended 2012 STIP Programming
- Attachment I: 2012 STIP Programming Principles
- Attachment J: Alameda CTC 2012 STIP Development Schedule



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AC Transit
Greg Harper, Director

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Executive Director
Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 11-011

Implementing Agency: Alameda County Transportation Commission

Project Titles: Approval of the Alameda County 2012 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 has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for both Regional Improvement Program (RIP) and non-RIP (Transportation Enhancement (TE)) funds in the 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 \$4.2 million of STIP-TE capacity and \$29.7 million of RIP for a total of \$35.4 million; and

WHEREAS, the ACCMA received project requests totaling approximately \$277 million.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2012 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Alameda CTC Board meeting held on Thursday, October 27, 2011 in Oakland, California, by the following vote:

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

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Board Secretary

2012 STIP Fund Estimate

County and Interregional Shares

Table 2. Summary of Targets and Shares

(\$ in thousands)

County	2012 STIP Programming			
	Base	Total Target	Maximum	TE Target
	Share through 2015-16	Target through 2016-17	Estimated Share through 2019-20	Target through 2016-17
Alameda	15,024	35,372	94,150	4,358
Alpine - Amador - Calaveras	6,605	10,212	20,630	771
Butte	11,448	15,479	27,123	863
Colusa	1,721	2,802	5,923	232
Contra Costa	63,047	76,928	117,028	2,973
Del Norte	0	0	0	216
El Dorado LTC	0	0	6,197	601
Fresno	36,987	52,353	96,741	3,290
Glenn	3,465	4,597	7,867	241
Humboldt	8,542	12,608	24,353	871
Imperial	5,010	12,228	33,078	1,546
Inyo	12,370	17,987	34,213	1,204
Kern	2,808	23,506	83,299	4,433
Kings	0	0	0	649
Lake	4,761	6,530	11,640	378
Lassen	9,167	11,752	19,220	555
Los Angeles	51,242	173,970	528,501	26,281
Madera	11,485	14,295	22,410	600
Marin	0	0	0	813
Mariposa	1,728	2,786	5,840	225
Mendocino	1,283	5,082	16,058	815
Merced	8,168	13,172	27,627	1,073
Modoc	0	1,367	5,350	294
Mono	15,915	20,095	32,170	895
Monterey	39,630	46,857	67,734	1,548
Napa	2,205	4,702	11,914	534
Nevada	6,646	8,792	14,990	459
Orange	27,687	65,658	175,349	8,132
Placer TPA	0	0	0	1,101
Plumas	3,198	4,740	9,193	330
Riverside	57,558	90,928	187,325	7,145
Sacramento	15,418	34,645	90,187	4,116
San Benito	0	0	0	285
San Bernardino	62,080	100,416	211,159	8,208
San Diego	10,873	53,999	178,579	9,233
San Francisco	2,831	13,114	42,822	2,202
San Joaquin	16,137	26,544	56,608	2,230
San Luis Obispo	4,166	11,895	34,220	1,654
San Mateo	12,060	22,677	53,345	2,274
Santa Barbara	1,475	10,119	35,092	1,851
Santa Clara	0	0	61,927	5,164
Santa Cruz	4,775	8,939	20,969	890
Shasta	7,670	12,106	24,920	950
Sierra	0	632	2,746	157
Siskiyou	3,814	6,850	15,622	651
Solano	3,815	10,092	28,225	1,345
Sonoma	0	0	13,118	1,675
Stanislaus	17,609	25,327	47,622	1,652
Sutter	435	2,210	7,336	381
Tahoe RPA	3,307	4,249	6,969	201
Tehama	6,144	8,413	14,968	486
Trinity	184	1,779	6,388	341
Tulare	4,874	14,405	41,937	2,040
Tuolumne	5,713	7,493	12,635	381
Ventura	12,815	25,682	62,849	2,756
Yolo	6,064	9,755	20,419	791
Yuba	10,331	11,688	15,607	291
Statewide Regional	620,290	1,157,827	2,792,192	125,631
Interregional	129,682	325,245	890,180	41,876
TOTAL	749,972	1,483,072	3,682,372	167,507
		New Capacity		
Statewide Flexible Capacity		1,913,572		
Statewide PTA Capacity		(597,207)		
Statewide TE Capacity		166,707		
Total STIP Capacity		1,483,072		



2012 STIP Fund Estimate County and Interregional Shares

**Table 7. Transportation Enhancement (TE) Targets
(\$ thousands)**

County	2012 STIP TE Targets	2015-16	2016-17	Total TE Target
Alameda	2,196	2,162		4,358
Alpine/Amador/Calaveras	388	383		771
Butte	435	428		863
Colusa	117	115		232
Contra Costa	1,498	1,475		2,973
Del Norte	109	107		216
El Dorado LTC	303	298		601
Fresno	1,658	1,632		3,290
Glenn	121	120		241
Humboldt	439	432		871
Imperial	779	767		1,546
Inyo	607	597		1,204
Kern	2,234	2,199		4,433
Kings	327	322		649
Lake	190	188		378
Lassen	280	275		555
Los Angeles	13,243	13,038		26,281
Madera	302	298		600
Marin	410	403		813
Mariposa	113	112		225
Mendocino	411	404		815
Merced	541	532		1,073
Modoc	148	146		294
Mono	451	444		895
Monterey	780	768		1,548
Napa	269	265		534
Nevada	231	228		459
Orange	4,098	4,034		8,132
Placer TPA	555	546		1,101
Plumas	166	164		330
Riverside	3,600	3,545		7,145
Sacramento	2,074	2,042		4,116
San Benito	144	141		285
San Bernardino	4,136	4,072		8,208
San Diego	4,652	4,581		9,233
San Francisco	1,110	1,092		2,202
San Joaquin	1,124	1,106		2,230
San Luis Obispo	833	821		1,654
San Mateo	1,146	1,128		2,274
Santa Barbara	933	918		1,851
Santa Clara	2,602	2,562		5,164
Santa Cruz	448	442		890
Shasta	479	471		950
Sierra	79	78		157
Siskiyou	328	323		651
Solano	678	667		1,345
Sonoma	844	831		1,675
Stanislaus	832	820		1,652
Sutter	192	189		381
Tahoe RPA	101	100		201
Tehama	245	241		486
Trinity	172	169		341
Tulare	1,028	1,012		2,040
Tuolumne	192	189		381
Ventura	1,389	1,367		2,756
Yolo	399	392		791
Yuba	147	144		291
Statewide Regional	63,306	62,325		125,631
Interregional	21,101	20,775		41,876

2011 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2010 (from 2010 Report)	81,652
Less 2009-10 Allocations and closed projects	(4,090)
Less Projects Lapsed, July 1, 2010-June 30, 2011	(500)
Total County Share, June 30, 2011 (includes TE)	77,062

Alameda

Agency	Re	PPN	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component					
								Prior	10-11	11-12	12-13	13-14	14-15	RW	Const	E & P	PS&E	RW Sup	Con Sup
Highway Projects:																			
Caltans	238	96G	Replace landscape, Rt 580-Rt 880 (split from 96A)					Jul-10	2,963	559	2,404	0	0	0	2,104	220	339	0	300
ACCMIA	loc	44C	I-880 reconstruction, 29th-23rd, Oakland (TCIF)					Jul-10	2,000	0	0	0	0	0	0	2,000	0	0	0
ACCMIA	2179		Planning, programming, and monitoring	SB 184	Jul-10	1,948	0	1,948	0	0	0	0	0	1,948	0	0	0	0	
MTC	2100		Planning, programming, and monitoring	SB 184	Jul-10	113	0	0	0	0	0	0	0	0	113	0	0	0	
MTC	2100		Planning, programming, and monitoring	SB 184	Jun-11	114	0	0	0	0	0	0	0	0	114	0	0	0	
Caltans	880	168	Landscaping, Sci Co Line-Alvarado/Niles						560	0	0	0	0	0	0	0	0	0	560
ACTA	loc	81D	Rt 84, 4-in expv., Rt 580-Rt 238 Mission Bl.						9,300	0	0	0	0	0	0	9,300	0	0	0
GGBHTD	loc	2014U	Golden Gate Bridge Median Barrier (Alameda)						12,000	0	0	0	0	0	0	12,000	0	0	0
MTC	2100		Planning, programming, and monitoring						354	0	0	0	0	0	0	354	0	0	0
ACCMIA	2179		Planning, programming, and monitoring						3,940	0	0	0	0	0	0	3,940	0	0	0
Subtotal Highway Projects				33,292	2,589	5,025	14,061	2,107	118	9,422	0	29,873	220	2,899	0	300			
Rail and Transit Projects:																			
BART	rail	2103	Oakland airport connector (10S-03)					Sep-10	20,000	0	20,000	0	0	0	0	20,000	0	0	0
LAVTA	bus	2009K	Livermore, Bus operating facility, phase 2, (buildings)					Mar-11	4,000	0	4,000	0	0	0	4,000	0	0	0	
Union City	bus	2110A	Union City Intermodal Station					Jun-11	715	0	715	0	0	0	715	0	0	0	
Subtotal, Rail & Transit Projects				24,715	0	20,000	4,715	0	0	0	0	0	0	24,715	0	0	0	0	
Transportation Enhancement (TE) Projects:																			
Alameda Co	te	2100F	Grove Wy sidewalk improvements, Meekland-Haviland					May-11	1,150	0	1,150	0	0	0	0	1,150	0	0	0
BART	te	2008B	MacArthur BART renovate & enhance entry plaza					Jun-11	954	0	954	0	0	0	0	954	0	0	0
Oakland	te	2103A	Coliseum BART pedestrian improvements						885	0	0	0	0	0	0	885	0	0	0
Union City	te	2110A	Union City Intermodal Sln, Ped Enhanc Ph 1 & 2A						3,000	0	0	0	0	0	0	3,000	0	0	0
ACCMIA	te	139F	Rt 580, Landolt, Estudillo Av-141st (ext 5-11)						93	0	0	0	0	0	0	93	0	0	0
Berkeley	te	2100G	Berkeley Bay Trail Project, Seg 1 (ext 6-11)						1,928	0	0	0	0	0	0	1,928	0	0	0
Dublin	te	2100H	Alamo Canal Regional Trail, Rt 580 undercrossing (ext 5-11)						1,021	0	0	0	0	0	0	1,021	0	0	0
MTC	res	2100C	TE reserve (MTC share) (10S-038)						4,610	0	0	0	0	0	0	4,610	0	0	0
Subtotal TE Projects				13,641	0	9,031	0	1,990	1,325	0	1,325	0	13,641	0	0	0	0	0	
Total Programmed or Voted since July 1, 2010				71,648															
Balance of STIP County Share, Alameda																			
Total County Share, June 30, 2011																77,062			
Total Now Programmed or Voted Since July 1, 2010																71,648			
Unprogrammed Share Balance																5,414			
Share Balance Advanced or Overdrawn																0			



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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

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

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

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

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

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

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

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

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

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

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

AC Transit
Director
Greg Harper

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Supervisors
Nate Miley
Scott Haggerty
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BART
Director
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Mayor
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Vice Chair

Executive Director
Dennis R. Fay

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

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

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

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

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

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

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

AYES: 33 NOES: φ ABSTAIN: φ ABSENT: φ

SIGNED:



Scott Haggerty, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

ACTAC Meeting - 10/04/11

Agenda Item 4.1

Attachment E

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

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City of Hayward
Councilmember
Olden Henson

City of Livermore
Mayor
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City of Newark
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Luis Freitas

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Councilmember
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John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Staroscik

City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

State Transportation Improvement Program (STIP) Commitments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

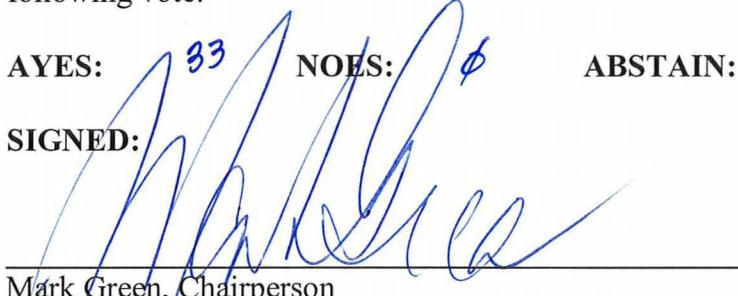
BE IT FURTHER RESOLVED, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

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

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

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

SIGNED:


Mark Green, Chairperson

ATTEST:


Gladys V. Parmelee, Board Secretary

ATTACHMENT A

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

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

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

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

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

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

ATTACHMENT B

Programming Requirements

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

All projects will be required to:

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

RESOLUTION 3434 Projects will also be required to:

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

PREVIOUS STIP COMMITMENT Projects will also be required to:

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

INFRASTRUCTURE BOND Projects will also be required to:

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

Summary of Previously Approved STIP Commitments

Index	Project	Commitment Amount (\$ x 1,000)	Status of Previous Commitment
1a	Route 24 Corridor	2,000	Completed/Fulfilled -MTC ARRA Exchange
1b	Route 24 Corridor	2,000	Recommended in 2012 STIP -Fulfills Previous Commitment
1c	Route 24 Corridor	4,000	Pending Future Programming Capacity
2	Lifeline Backfill	2,000	Recommended in 2012 STIP -w/ East Bay BRT Project -Fulfills Prior Commitment
3	I-880/Mission Blvd (Rte 262) Landscaping	3,500	Recommended in 2012 STIP -For Phase 1B/2 Construction -Fulfills Prior Commitment -Additional project funding requests will be required to compete for future discretionary funding
4	I-880/Broadway-Jackson Interchange	3,000	\$2.5 M Recommended in 2012 STIP -\$500K of Previous Commitment Remains
5	I-880 Corridor I-Bond Projects	1,900	\$1M Recommended in 2012 STIP -\$900K of Previous Commitment Remains
6	BART Warm Springs Extension	69,000	\$3.5 M Recommended in the 2012 STIP -For Improvements to the Access of the New Station (Automall Parkway Project) -Additional STIP Funds Not Required At This Time (Capital Contract Fully Funded) -\$65.5 M of Previous Commitment Remains for Future Programming Capacity
7	Dumbarton Rail Corridor	105,800	No Request from Sponsor -Project not ready for Programming)
8	East Bay BRT	40,000	Recommended in 2012 STIP -\$37 M of Previous Commitment Remains
A	Reso 3434 Projects	50% (max.) of new capacity	
B	BART Warm Springs Extension	25% (min) of new capacity (if the project meets the programming requirements detailed in ACCMA Resolution 08-018)	
C	Infrastructure Bond Projects	"...will prioritize programming...in future STIPs"	

Summary of 2012 STIP (Alameda County RIP Share) Requests for Funding

Index	Sponsor	Project	STIP-RIP Amount Requested (\$ x 1,000)	Notes
1	AC Transit	AC Transit Facility Rehabilitation Projects	\$ 5,000	No FTA Funding in 2012 STIP
2	AC Transit	East Bay Bus Rapid Transit	\$ 20,000	Previous Commitment = \$40M -Recommmended in 2012 STIP
3	Alameda	I-880 Broadway/Jackson	\$ 124,635	Previous Commitment = \$3M -Recommmended in 2012 STIP
4	Alameda County	Crow Canyon Road Safety Improvements Project	\$ 11,600	Recommended in 2012 STIP
5	Alameda County	Niles Canyon Road (State Route 84) Foothill Road and Pleasanton-Sunol Road Transportation Improvements Project	\$ 1,900	Recommended in 2012 STIP
6	Alameda CTC	I-580 Soundwall in Oakland, 14th - Ardley	\$ 2,000	Not Recommended
7	Alameda CTC	I-880 SB HOV Lane Widening Project Landscape and Hardscape at Marina/Davis I/C	\$ 1,000	Recommended in 2012 STIP -TE Eligible
8	Alameda CTC	East-West Connector	\$ 40,000	Recommended in 2012 STIP -Project Currently Programmed in STIP
9	Alameda CTC	SR 84 Expressway (Requested STIP year TBD)	\$ 10,000	Not Recommended
10	BART	BART/Rail Extension to Warm Springs	\$ 10,000	Not Recommended Additional STIP Funds Not Required At This Time (Capital Contract Fully Funded)
11	BART	BART Core System Network Rehabilitation and Consolidation Program	\$ 10,500	No FTA Funding in 2012 STIP
12	BART	Downtown Berkeley BART Transit Area Improvement Project - Phase II	\$ 4,544	Not Recommended
13	Caltrans	I-880 Landscape Replacement Planting (Mission/I-880)	\$ 4,620	Previous Commitment = \$3.5M -Recommended in 2012 STIP -Const. Capital Phase -Additional project funding requests will be required to compete for future discretionary funding
14	Fremont	Auto Mall Parkway Widening from I-680 to Osgood Rd	\$ 4,000	Recommended in 2012 STIP -TE Eligible
15	Fremont	BART West Side Access Structure at Warm Springs Station	\$ 11,000	Recommended in 2012 STIP -TE Eligible
16	LAVTA	Fleet and Facilities Rehabilitation	\$ 3,545	No FTA Funding in 2012 STIP
17	Oakland	42nd Avenue/High Street Access Improvement Project	\$ 9,549	Recommended in 2012 STIP -Project Currently Programmed in STIP
18	San Leandro	SR 185/Hesperian Blvd/150th Ave Channelization Improvements	\$ 1,882	Recommended in 2012 STIP
19	San Leandro	SR 185/Hesperian Blvd/150th Ave Triangle Landscaping & Pedestrian Improvements	\$ 968	Not Recommended
				Total \$ 276,743

Recommended 2012 STIP (Alameda County RIP Share) Programming

Principles for the Development 2012 STIP Project List

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

2012 STIP Development Schedule

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

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