



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Mayor Jerry Thome

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Programs and Projects Committee

Monday, October 9, 2017, 12:15 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.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

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

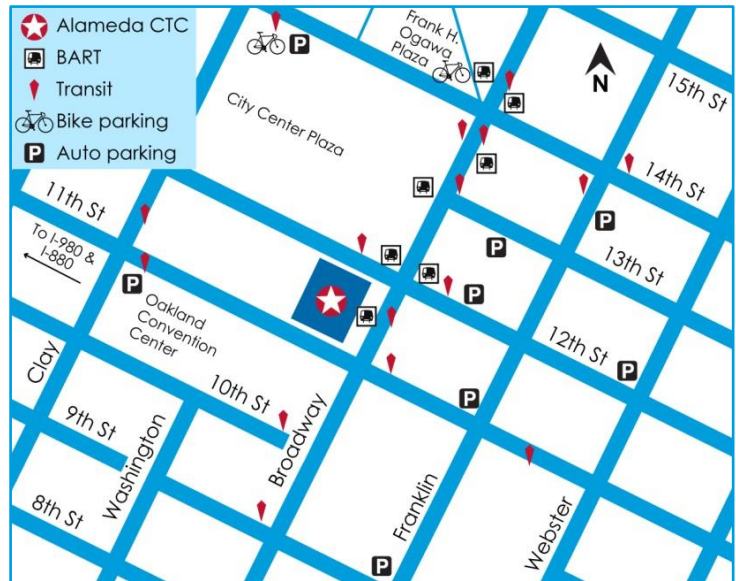
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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 510-208-7450 (Voice) or 1-800-855-7100 (TTY) 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 9, 2017, 12:15 p.m.

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Chair: Mayor Carol Dutra-Vernaci, Union City
Vice Chair: Mayor Pauline Cutter, City of San Leandro
Commissioners: : John Bauters, Luis Freitas, Scott Haggerty, Dan Kalb, Peter Maass, Nate Miley
Ex-Officio Members: Rebecca Kaplan, Richard Valle
Staff Liaison: Trinity Nguyen
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. Pledge of Allegiance
2. Roll Call
3. Public Comment
4. Consent Calendar

Page A/I

4.1. [Approve the September 11, 2017 PPC meeting minutes.](#)

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5. Programs and Projects

5.1. [Approve Resolution 17-004, regarding the approval of the Alameda County 2018 State Transportation Improvement Program \(STIP\) Project List; and approve Resolution 17-005, the project-specific resolution of local support for recommended STIP projects implemented by the Alameda CTC.](#)

7 A

5.2. [South County Capital Projects and Programming Strategy: Receive an update on the South County Capital Project needs and approve the Programming Principles for the 2014 Measure BB Dumbarton Corridor Area Transportation Improvements \(MBB TEP-21\) funds.](#)

25 A

5.3. [Alameda CTC's Measure B, Measure BB, and Vehicle Registration Fee Programs Update.](#)

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5.4. [East Bay Greenway \(Lake Merritt BART to South Hayward BART\) \(PN 1457001\): Receive an update on the status of the release of the Draft Environmental Document.](#)

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5.5. [State Route 84 Expressway – South Segment \(PN 1210002\): Approve and authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A05-0004 with AECOM Technical Services, Inc. and Amendment No. 1 to Professional Services Agreement A17-0010 with H.T. Harvey & Associates Ecological Consultants for additional budget and time to provide required services to project completion.](#)

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5.6. [Approve Administrative Amendments to Various Project Agreements \(2003-02, A11-0038, A11-0039, A13-0058, A13-0062\) in support of the Alameda CTC's Capital Projects and Program delivery commitments.](#)

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6. **Committee Member Reports**

7. **Staff Reports**

8. **Adjournment**

Next Meeting: November 13, 2017

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



Programs and Projects Committee Meeting Minutes Monday, September 11, 2017, 12:15 p.m.

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Kalb.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the July 10, 2017 meeting minutes.

Commissioner Bauters moved to approve the Consent Calendar. Commissioner Maass seconded the motion. The motion passed with the following votes:

Yes: Cutter, Bauters, Dutra-Vernaci, Freitas, Haggerty, Maas, Miley, Kaplan, Valle

No: None

Abstain: None

Absent: Kalb

5. Programs and Projects

5.1. Senate Bill 1 (SB 1) Programs update and approve the 2018 State Transportation Improvement Program (STIP) Principles and Programming Schedule for the development of the Alameda County 2018 STIP project list.

Vivek Bhat recommended that the Commission approve the 2018 State Transportation Improvement Program (STIP) Principles and Programming Schedule for the development of the Alameda County 2018 STIP project list. He provided an overview of funding programs under the purview of Senate Bill 1 (SB 1). Mr. Bhat provided information on historical funding levels of the STIP and reviewed the 2018 draft STIP principles, stating that the principles are primarily similar to what have been approved in prior STIP cycles. He noted that the principles are intended to be consistent with the goals and objectives of the Countywide Transportation Plan and the Alameda CTC's Comprehensive Investment Plan. Mr. Bhat reviewed the existing STIP commitments and provided information on the 2018 STIP schedule. He concluded by stating that the Alameda County technical advisory committee had unanimously approved this item.

Commissioner Cutter requested clarification on the existing funding commitments as reflected in the presentation. Mr. Bhat stated that the presentation reflects the original commitment amounts for previously approved projects and also indicates the remaining balances to date.

Commissioner Dutra-Vernaci noted that the originally committed STIP amount of \$91-million for the Dumbarton Rail Project was actually shifted to the BART Warm Springs Extension. Art Dao confirmed the statement and mentioned that the action was made at the regional level to shift funding from the Dumbarton Rail Project to the BART Warm Springs Extension.

Commissioner Kaplan moved to approve this item. Commissioner Freitas seconded the motion. The motion passed with the following votes:

Yes: Cutter, Bauters, Dutra-Vernaci, Freitas, Haggerty, Maas, Miley, Kaplan, Valle
No: None
Abstain: None
Absent: Kalb

5.2. Approve the Proposed 2017 Federal Earmark Repurposing Strategy.

Jacki Taylor recommended that the Commission approve the proposed 2017 Federal Earmark Repurposing Strategy. Ms. Taylor reviewed the projects that are eligible for repurposing and she reviewed the benefits of repurposing funds for these projects. Ms. Taylor concluded her report by reviewing the approval schedule and process.

Commissioner Cutter stated that the landscaping component of the Davis street project needs to be vetted between City of San Leandro and Alameda CTC staff. Trinity Nguyen stated that Alameda CTC staff is coordinating with City of San Leandro staff on community concerns regarding the landscaping within the framework of available funding for the project.

In response to Commissioner Dutra-Vernaci's questions regarding the funding swap between the Davis Street and Dublin Boulevard extension projects, Art Dao elaborated on the two key benefits of this funding swap. \$561,000 federal funds are currently unused. The Agency wants to salvage this before the funds expire. Davis Street is a small project so the agency is proposing to swap federal funds with local funds to expedite the delivery of the project. Dublin Boulevard will be a \$50-\$60 million project. So, this is strategic on the part of the Agency to help position the project for future federal grants.

Commissioner Haggerty moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

Yes: Cutter, Bauters, Dutra-Vernaci, Freitas, Haggerty, Maas, Miley, Kaplan, Valle
No: None
Abstain: None
Absent: Kalb

5.3. I-80/Ashby Avenue (SR-13) Interchange Improvements Project (PN 1445.000): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \$7,500,000 to provide services for the Project Approval and Environmental Document (PA&ED) and Final Design Plans, Specifications and Estimates (PS&E) phases.

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \$7,500,000 to provide services for the Project Approval and Environmental Document (PA&ED) and Final Design Plans, Specifications and Estimates (PS&E) phases. She provided a project description and information on the delivery strategy and costs. Ms. Nguyen concluded the presentation by reviewing the contract procurement process and the Request for Proposals Results Summary.

Commissioner Haggerty moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

Yes: Cutter, Bauters, Dutra-Vernaci, Freitas, Haggerty, Maas, Miley, Kaplan, Valle
No: None
Abstain: None
Absent: Kalb

5.4. I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project, (PN 1453.000): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \$5,000,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases.

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \$5,000,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases. She provided a project description and information on the delivery strategy and costs. Ms. Nguyen concluded the presentation by reviewing the contract procurement process and the Request for Proposals Results Summary.

Commissioner Kaplan moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following votes:

Yes: Cutter, Bauters, Dutra-Vernaci, Freitas, Haggerty, Maas, Miley, Kaplan, Valle
No: None
Abstain: None
Absent: Kalb

5.5. I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1468.022): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \$5,500,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases.

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \$5,500,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases. She provided a project description and information on the delivery strategy and costs. Ms. Nguyen concluded the presentation by reviewing the contract procurement process and the Request for Proposals Results Summary.

Commissioner Cutter asked if there is documentation on whether users not in the toll lanes are moving faster with the toll lanes in place. Ms. Nguyen confirmed that this was true for both users of the facility.

Commissioner Haggerty asked if Contra Costa County's express lane will start at the County line. Liz Rutman stated that the signage for the approach starts south of the county line but the lane actually starts right at the county line. Art Dao confirmed that this project would close the gap that currently exists to have continuous express lanes from the Santa Clara County line to Walnut Creek in Contra Costa County.

Commissioner Kaplan moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following votes:

Yes: Cutter, Bauters, Dutra-Vernaci, Freitas, Haggerty, Maas, Miley, Kaplan, Valle
No: None
Abstain: None
Absent: Kalb

5.6. I-680 Northbound Express Lane (PN 1369.000): Approve and authorize the Executive Director to execute Amendment No. 1, to Professional Services Agreement No. A15-0035 with WMH Corporation for an additional \$1,500,000 for a total not-to-exceed amount of \$11,725,405 and a two-year time extension to provide design services through the project completion.

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 1, to Professional Services Agreement No. A15-0035 with WMH Corporation for an additional \$1,500,000 for a total not-to-exceed amount of \$11,725,405 and a two-year time extension to provide design services through the project completion. She provided an overview of the project and detailed the construction components of the initial Phase 1

which included a Caltrans rehabilitation project. Ms. Nguyen stated that due to the complexity of the project, the design support required for construction could not be assessed until the project was further along. The project design has been completed and the construction contract has been advertised.

Commissioner Haggerty moved to approve this item. Commissioner Maass seconded the motion. The motion passed with the following votes:

Yes: Cutter, Bauters, Dutra-Vernaci, Freitas, Haggerty, Maas, Miley, Kaplan, Valle
No: None
Abstain: None
Absent: Kalb

6. Staff Reports

There were no staff reports.

7. Committee Reports

Art Dao briefly provided information on amendments made to SB 595 and its impacts on funding for transportation projects in Alameda County.

The SR-84 Widening (from South of Ruby Hill Drive to I-680) and SR-84/I-680 Interchange Improvements is a \$220 million project with an outstanding need of \$85 million to close the funding gap. RM3 now includes \$85 million for this project. The environmental document for this project will be released to the public in a couple of months. This project has a lot of support right now. Staff will come back after the design contract is awarded to update the Commissioners. This project will be very competitive with the upcoming SB1/RM3 funding and is targeted to begin construction in two years.

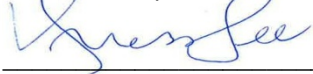
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, October 9, 2017 at 12:15 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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DATE: October 2, 2017

SUBJECT: 2018 State Transportation Improvement Program (STIP): Alameda County 2018 STIP Project List

RECOMMENDATION:

1. Approve Resolution 17-004, regarding the approval of the Alameda County 2018 STIP Project List; and
2. Approve Resolution 17-005, the project-specific resolution of local support for recommended STIP projects implemented by the Alameda CTC.

Summary

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC). The 2018 STIP will include programming capacity resulting from the passage of the Road Repair and Accountability Act of 2017 (Senate Bill 1) and covers Fiscal Years (FYs) 2018-19 through 2022-23. Alameda County's share of the State's 2018 STIP Fund Estimate is \$48.8 million and represents the amount of new STIP funding made available in the last two years of the 2018 STIP period. Staff is recommending Commission approval of the Alameda County 2018 Project List (Attachment A) which is consistent with the 2018 STIP Principles approved by the Commission in September 2017 (Attachment B).

The recommendation for the Alameda County 2018 STIP Project List includes an exchange component between STIP and Alameda CTC-administered local funds (Attachment C). The exchange proposal includes reprogramming \$12 million of existing STIP funding from the East West Connector project to the I-80 Gilman Interchange project for a like amount of local funds and reprogramming \$2 million of 2018 STIP funds proposed for the Caldecott Settlement project to the SR-84 Widening from south of Ruby Hill Drive to I-680 and SR-84/680 Interchange Improvements project for a like amount of local funds.

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 processes. 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 to be funded through the STIP. SB 45 changed the transportation funding structure and modified the transportation programming cycle, program components, and expenditure priorities. The STIP is composed of two sub-elements: 75% of the STIP funds goes toward the Regional Transportation Improvement Program (RTIP) and 25% goes to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC is to adopt and forward a county program of STIP projects to the Metropolitan Transportation Commission (MTC) each biennial STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the STIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the Statewide STIP. The MTC region's RTIP is due to the CTC in December 2017.

2018 STIP Fund Estimate

The CTC approved the Fund Estimate for the 2018 STIP at its August 2017 meeting. The 2018 STIP Fund Estimate identifies a total of approximately \$48.8 million for Alameda County. Based on anticipated regional policy (and existing regional commitments), the Alameda CTC will have about \$24.9 million available to program to projects. The MTC Region 2018 STIP Policy is scheduled to be approved on October 25, 2017.

\$ 48.813 M	2018 Fund Estimate for Alameda County
\$ 23.914 M	Fulfillment of previous STIP commitments *
\$ 0.466 M	Less STIP Administration funds for MTC
<u>\$ 1.535 M</u>	<u>Less STIP Administration funds for Alameda CTC</u>
\$ 24.899 M	2018 STIP Funds Available to Program to Projects

** Due to limited STIP funding in past STIP cycles, the Alameda CTC (and the Alameda County CMA prior to the Alameda CTC) periodically approved commitments for future STIP funding starting with the 2008 STIP cycle. With each subsequent cycle, the Alameda CTC has prioritized the programming of available STIP funding, to the extent practicable, to the approved STIP commitments.*

2018 STIP Project List

Staff is recommending Commission approval of the 2018 STIP Project List (Attachment A) consistent with the Principles for the 2018 STIP Project List, approved by the Commission in September 2017 (Attachment B). The Principles prioritize consideration of previously approved STIP commitments related to the programming of future Alameda County STIP shares. These commitments included MTC Resolution 3434 projects and funds to payback Measure B advances for project development work on Proposition 1B Infrastructure Bond projects. In some cases, previous STIP commitments have since been delivered using

other funding or have been delivered with less funding than originally anticipated due to significant project savings. The recommendation for the 2018 STIP Project List includes programming to fulfill the STIP commitments from previous cycles to projects with remaining funding needs.

The projects recommended for 2018 STIP funding are based on the project applications submitted for the Alameda CTC's 2018 Comprehensive Investment Plan (CIP). The CIP process involves extensive outreach and consideration of a wide range of investments for the various funding programmed and allocated by the Alameda CTC, including the Alameda County share of STIP funding.

2018 STIP Exchange Proposal

The 2018 STIP recommendation includes an exchange between STIP and Alameda CTC-administered local funds. The proposal includes reprogramming \$12 million of existing STIP funds from the East West Connector project to the I-80 Gilman Interchange project for a like amount of local funds and exchanging \$2 million of proposed 2018 STIP funds from the Caldecott Settlement project with the SR-84 Widening from south of Ruby Hill Drive to I-680 and SR-84/680 Interchange Improvements project for a like amount of local funds.

The 2014 STIP included \$12 million for the East West Connector project which is currently programmed in FY 2020-21. The I-80 Gilman Interchange project is proposed as a new project in the 2018 STIP with the STIP funds proposed for FY 2020-21 to align with the current construction schedule. Additionally, moving the STIP funds onto the I-80 Gilman Interchange project would result in less administration costs for the East West Connector project and increasing the local funding programmed to the project will add flexibility to its project delivery strategy.

The \$2 million balance remaining from the Alameda CTC's existing funding commitment to the Caldecott Settlement project is also proposed through the 2018 STIP. In order for the City of Oakland to access these funds earlier than the 2018 STIP schedule, staff is proposing exchanging a like amount of local funds from the SR-84 Widening, South of Ruby Hill Drive to I-680, and SR-84/I-680 Interchange Improvements project.

The I-80 Gilman and SR84/I-680 Interchange projects are both being implemented by the Alameda CTC. Thus, the Commission is also requested to approve Resolution 17-005, the MTC-required 2018 STIP project-specific resolution of local support (Attachment E).

Next Steps

The Alameda CTC must forward a draft 2018 STIP Project List to MTC by October 13, 2017. Final governing body approval and all supporting documentation is due to MTC by November 1, 2017. MTC will consolidate the RTIP proposals from the nine Bay Area counties into a 2018 Regional STIP program (2018 RTIP), which is due to the CTC in December 2017. The final 2018 STIP is scheduled to be approved by the CTC in March 2018.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2018 STIP Draft Project List
- B. Approved 2018 STIP Principles
- C. 2018 STIP Exchange Proposal
- D. Resolution 17-004, Approval of Alameda County 2018 STIP Program
- E. Resolution 17-005, Alameda CTC's 2018 STIP Resolution of Local Support

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Senior Program Analyst

Index #	Project	Amount Proposed for 2018 STIP (\$ x 1,000)	Notes
1	AC Transit Bus Rapid Transit Project	13,125	<ul style="list-style-type: none"> • \$40M included with Resolution 08-018, Dec. 2008. • \$23.125 remaining per Revised Resolution 14-007. • \$10M fulfilled through Measure BB Allocation. • \$13.125M proposed for 2018 STIP will fulfill Alameda CTC's existing funding commitment to BRT.
2	Route 24 Corridor – Caldecott Settlement Projects	2,000	<ul style="list-style-type: none"> • \$8M included with Resolution 08-018, Dec. 2008. • \$2M fulfilled in STIP 2008. • \$2M fulfilled in STIP 2010. • \$2M fulfilled in STIP 2014. • \$2M proposed for 2018 STIP will fulfill Alameda CTC's existing funding commitment to project.
3	BART Station Modernization	3,726	<ul style="list-style-type: none"> • \$3.726M represents Alameda County portion of multi-county STIP project. • Project was moved out of the 2016 STIP period due to a negative fund estimate.
4	Improved Bike/Ped Connectivity to East Span SFOBB (BATA)	3,063	<ul style="list-style-type: none"> • \$3.063M represents Alameda County portion of regional STIP project. • Project was moved out of the 2016 STIP period due to a negative fund estimate.
5	Caldecott ARRA Payback	2,000	<ul style="list-style-type: none"> • Project was moved out of the 2016 STIP period due to a negative fund estimate.
6	STIP Administration	2,001	<ul style="list-style-type: none"> • Alameda CTC STIP Administration \$1.5 M • MTC STIP Administration \$0.5 M
7	I-80 Gilman Interchange Improvements	13,784	<ul style="list-style-type: none"> • New project proposed through 2018 STIP
8	SR-84 Widening from south of Ruby Hill Drive to I-680 and SR-84/680 Interchange Improvements	9,114	<ul style="list-style-type: none"> • New project proposed through 2018 STIP
	Total	48,813	

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Principles for the Development of the Alameda County 2018 STIP Project List

- It is anticipated that any new funding programmed in the 2018 STIP will be made available in FYs 2021/22 and 2022/23.
- Previously-approved commitments for STIP programming, included in the attached list, will be considered during the development of the 2018 STIP project list.
- Sponsors of currently programmed projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2018 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Previous commitments for STIP programming approved by the Alameda CTC;
 - Projects that can leverage funds from other SB1 programs
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan;
 - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

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Proposed Funding Exchanges for the 2018 STIP

Exchange 1

Current Programming (w/ Proposed 2018 STIP)			
Project/Phase	\$ x 1,000		
	STIP	Local	Total
East-West Connector Project	12,000	-	12,000
I-80 Gilman Interchange Reconfiguration	13,784	14,340	28,124
Total	25,784	14,340	40,124
Proposed Programming (After Exchange)			
Project/Phase	\$ x 1,000		
	STIP	Local	Total
East-West Connector Project	-	12,000	12,000
I-80 Gilman Interchange Reconfiguration	25,784	2,340	28,124
Total	25,784	14,340	40,124

Exchange 2

Current Programming (w/ Proposed 2018 STIP)			
Project/Phase	\$ x 1,000		
	STIP	Local	Total
Caldecott Settlement Projects	2,000	-	2,000
State Route 84/I-680 Interchange Improvements	9,114	83,000	92,114
Total	11,114	83,000	94,114
Proposed Programming (After Exchange)			
Project/Phase	\$ x 1,000		
	STIP	Local	Total
Caldecott Settlement Projects	-	2,000	2,000
State Route 84/I-680 Interchange Improvements	11,114	81,000	92,114
Total	11,114	83,000	94,114

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Commission Chair
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Executive Director
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ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 17-004

Approval of the Alameda County 2018 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, projects recommended for inclusion in the 2018 STIP must be consistent with the goals and objectives of the Alameda CTC Comprehensive Investment Plan and the Countywide Transportation Plan and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the Alameda CTC 2018 STIP Principles placed a programming priority on projects that have received a commitment of future STIP programming and projects that can leverage funds from other Senate Bill 1 programs; and

WHEREAS, the funding identified in the 2018 STIP Fund Estimate for Alameda County includes approximately \$2 million of STIP capacity for Planning, Programming and Monitoring (PPM) and \$ 46.8 million of Regional Transportation Improvement Program (RTIP) for a total of \$ 48.8 million.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2018 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 26, 2017 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

Rebecca Kaplan, Chair

Vanessa Lee, Commission Clerk

EXHIBIT A

Alameda County 2018 STIP Program

Index #	Project	Amount Proposed for 2018 STIP (\$ x 1,000)
1	AC Transit Bus Rapid Transit Project	13,125
2	Route 24 Corridor – Caldecott Settlement Projects	2,000
3	BART Station Modernization	3,726
4	Improved Bike/Ped Connectivity to East Span SFOBB (BATA)	3,063
5	Caldecott ARRA Payback	2,000
6	STIP Administration	2,001
7	I-80 Gilman Interchange Improvements	13,784
8	SR-84 Widening from south of Ruby Hill Drive to I-680 and SR-84/680 Interchange Improvements	9,114
	Total	48,813

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Resolution No. 17-005
Resolution of Local Support

Commission Chair
Councilmember At-Large
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Councilmember Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Vice Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Councilmember Bob McBain

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating assurance to complete the project

WHEREAS, the Alameda County Transportation Commission (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$36,898,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the I-80 Gilman Interchange Reconfiguration and SR-84 Widening from south of Ruby Hill Drive to I-680 and SR- 84/ I-680 Interchange Improvements projects (herein referred to as PROJECT) for the Regional Transportation Improvement Program (RTIP) (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code § 182.6, § 182.7, and § 2381(a)(1), and California Government Code § 14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular Alameda CTC Board meeting held on Thursday, October 26, 2017 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

Rebecca Kaplan, Chair

Vanessa Lee, Commission Clerk



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: October 2, 2017

SUBJECT: South County Capital Projects and Programming Strategy

RECOMMENDATION: Receive an update on the South County Capital Project needs and Approve the Programming Principles for the 2014 Measure BB Dumbarton Corridor Area Transportation Improvements (MBB TEP-21) funds.

Summary

Alameda CTC is responsible for the programming and allocation of funds from each of the three voter approved sales tax measures from 1986, 2000, and 2014. The passage of these transportation measures have facilitated the delivery of significant projects and programs throughout Alameda County by providing funding to expedite projects and to leverage external funding. Within the South County, which includes the cities of Fremont, Newark, and Union City (Tri-Cities), several major capital projects are at a point in the project delivery cycle where a full funding plan for construction should be in place before committing to capital Right-of-Way (ROW) or Construction expenditures:

1. BART Warm Springs West Side Access – Advertise Phase (Fremont)
2. Central Avenue Overpass – Design/ROW Phase (Newark)
3. I-880 to Mission Blvd. East-West Connector – Design/ROW Phase (Union City)

Exclusively contained within the South County, the 2014 Transportation Expenditure Plan (TEP) earmarks \$120 million Measure BB funds for Transportation Improvements in the Dumbarton Corridor Area (MBB TEP-21) which could potentially address the capital needs within the Tri-Cities. To facilitate the programming of MBB TEP-21 funds towards the delivery of these significant capital investments, elected officials representing the Tri-Cities and the South County convened on September 28, 2017. The meeting discussion focused on prioritizing the immediate capital needs of major projects within the South County and devising a programming strategy for the MBB TEP-21 funds to leverage available regional, state, and federal funds for future transportation needs.

The programming principles presented in Attachment A is consistent with the principles and objectives of the Alameda CTC's Comprehensive Investment Plan (CIP). Specifically

the principles reflect an equitable amount of funding (up to \$40 million for each City, towards eligible projects and programs in the South County), facilitate the expedited delivery of near-term capital priorities to bring benefits to the public, and support the leveraging of external funds for long-term priorities in the South County.

Staff recommends the approval of the Programming Principles for the 2014 Measure BB Dumbarton Corridor Area Transportation Improvements (MBB TEP-21) funds.

Discussion

Alameda CTC is responsible for the programming and allocation of funds from each of the three sales tax measures from 1986, 2000, and 2014 subject to the requirements of each of the approved measures. While the Tri-Cities continue to deliver important projects and programs, there are several major capital projects with unfunded capital costs that are at nearing a standstill until a full funding plan for construction capital can be established:

I-880 to Mission Blvd. East-West Connector (Implementing Agency: Alameda CTC)

Connecting the cities of Fremont and Union City, this 1986 Measure B project will construct an improved east-west connection between I-880 and Route 238 (Mission Boulevard) and is a combination of new roadways, improvements to existing roadways and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard). This critical roadway with transit and multimodal links will also provide direct access to the Union City Intermodal (BART) transit oriented development district.

Alameda CTC is leading the project implementation efforts in cooperation with the cities of Fremont and Union City. The project Final Environmental Impact Report (EIR) was approved in 2009; however, due to insufficient construction funding, design efforts were halted in late 2011. With the successful passage of Measure BB in November 2014, work was initiated on critical path work activities including initial ROW assessments for acquisitions, UPPR and BART grade separated designs, and mitigation of environmental impacts in order to competitively position the project for full funding. A comprehensive review of project cost, risks, and schedule has been completed and a shortfall of \$210 million has been identified. Until a full funding plan is in place, offers for acquisition of ROW is on hold.

Central Avenue Overpass Project (Implementing Agency: City of Newark)

Central Avenue provides a critical east-west route through the City of Newark and also serves as a bypass for regional traffic using Route 84 and Interstate 880 to traverse the Dumbarton Bridge corridor. The Central Avenue Overpass project will eliminate a significant impediment to the flow of traffic through the project area and relieve congestion in the corridor by constructing a four lane grade separation structure (bridge overpass including sidewalks and bicycle lanes) at the railroad crossing on Central

Avenue between Sycamore Street and Morton Avenue. Improvements are designed to relieve traffic congestion within the Dumbarton Corridor, provide enhanced vehicle, bicycle and pedestrian safety, improve emergency response times and eliminate potential at grade accidents. In addition, the overpass will enhance circulation and promote transit use to the City of Newark's planned transit oriented center. The project is currently in the design phase and initial ROW assessments have begun. A shortfall of \$16 million has been identified due to railroad ROW impacts. Until a full funding plan is in place, offers for acquisition of ROW is on hold.

West Side Access Project (Implementing Agency: City of Fremont)

The new BART Warm Springs/South Fremont station opened on March 25, 2017. Access from the east side of the station was constructed by BART. The overall plan for the station is to also have access from west side of the concourse. The Warm Springs BART West Access Bridge and Plaza Project is intended to provide the pedestrian/bicycle connection required to enhance multi-modal connectivity between the station and the properties west of the station, including Tesla, Thermo Fisher, and other major employers in the City of Fremont.

The project consists of construction of a pedestrian/bicycle bridge that will connect the west side of the new Warm Springs/South Fremont BART station to a ground level entry plaza. The bridge will consist of two connected spans, one approximately 147-foot long truss span connected to the station concourse level over the existing UPRR mainline tracks, and one approximately 102-foot long cable-stay span connecting from the truss span, over a UPRR spur track, to a 1 acre entry plaza. The plaza will provide a landing area for the bridge's staircase, escalators, and elevator, and, in addition, will be a public space that will provide a setting for community gatherings and outdoor activities. The project was recently advertised and the bids received in September 2017 were significantly higher than the Engineer's Estimate and subsequently an award could not be made. Efforts are underway to modify and rebid the construction package; however, no award can be made without a full funding plan in place for construction.

Programming Strategy

The Dumbarton Corridor Area Transportation Improvements Program (MBB TEP-21) is a funding program from the 2014 TEP that is exclusively contained within the South County area and has been identified as a potential solution to address the capital needs within the Tri-Cities.

\$120 million in program funds are available to support:

- Projects that support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula
- Projects that support transit oriented development and priority development areas and that improve local streets and bicycle and pedestrian infrastructure within the Cities of Fremont, Newark, and Union City.

To facilitate the programming of MBB TEP-21 funds towards the delivery of these significant investments, elected officials representing the Tri-Cities and the South County convened on September 28, 2017. The meeting discussion focused on prioritizing the immediate capital needs of regionally significant projects within the South County and devising a programming strategy for MBB TEP-21 funds to leverage available regional, state, and federal funds for future needs.

The programming principles for MBB TEP-21 detailed in Attachment A reflects an equitable amount of funding (up to \$40 million for each City towards eligible projects and programs in the South County), facilitates the expedited delivery of the near-term priorities, and supports the leveraging of external funds for the long-term priorities in the South County. Projects recommended for programming and allocation through MBB TEP-21 will be included in Alameda CTC's CIP.

Fiscal Impact: None.

Attachments

- A. Draft Programming Principles for MBB TEP-21 Program funds

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Trinity Nguyen](#), Director of Project Delivery

Draft Programming Principles for MBB TEP-21 Program

The following principles will guide the allocation of funds from MBB TEP-21:

- The cities of Fremont, Union City, and Newark may prioritize projects and programs, within their respective jurisdictions, to receive up to \$40 million of funding for eligible transportation Improvements with the objective to expedite the delivery of projects and programs within the South County.
- Eligible transportation improvements include but are not limited to:
 - Complete streets/streetscape projects that improve safety and multimodal mobility on arterial and collector roadways in the Dumbarton Corridor Area.
 - Highway capital improvements that improve the efficiency, person-throughput, safety, or reliability of the Dumbarton Bridge.
 - Transit priority treatments.
 - Access to transit – station area improvements and bicycle/pedestrian improvements that improve efficiency of station circulation or overcome first- and last-mile barriers.
 - Park and ride lots and shared parking arrangements including expansion of existing locations and new locations.
 - Technology strategies including traditional Intelligent Transportation Systems deployment emerging shared use mobility solutions such as ride-matching platforms, and other strategies.

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Memorandum

5.3

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

DATE: October 2, 2017

SUBJECT: Measure B, Measure BB, and Vehicle Registration Fee Programs Update

RECOMMENDATION: Receive an update on Alameda CTC's Measure B, Measure BB, and Vehicle Registration Fee Programs

Summary

This is an informational item on the status of the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs. Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 VRF program. Collectively, the programs generate over \$270 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

Alameda CTC returns over half of Measure B/BB/VRF total revenues collected back to the twenty local jurisdictions and transit agencies as DLD funds. For fiscal year (FY) 2017-18, DLD recipients will receive approximately \$152.6 million in DLD funds - \$74.0 million in Measure B, \$71.8 million in Measure BB, and \$6.8 million in VRF. Recipients use DLD funds on locally prioritized transportation improvements that improve local access, safety, transit, infrastructure preservation and system reliability. Typical DLD funded projects include bicycle/pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. To monitor DLD funds, each year Alameda CTC requires DLD recipients to complete Audited Financial Statements and Compliance Reports that summarizes the past fiscal year's financials, expenditures, and program achievements. The reports for the FY 2016-17 reporting period are due to Alameda CTC by December 29, 2017. Compliance findings will be presented to the Commission next spring. Additionally, Alameda CTC distributes discretionary Measure B/BB/VRF funds through competitive processes, and are subsequently monitored through funding agreements with project sponsors.

Background

The Measure B and Measure BB sales tax programs, and the Vehicle Registration Fee (VRF) program provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are returned back to the local cities, transit agencies, and the county as “Direct Local Distributions” (DLD) to be used for locally identified and prioritized transportation improvements. From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs to the end of FY 2017-18, Alameda CTC projects distributing over \$1.2 billion in total DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

The Measure B/BB transportation sales tax programs provide the largest source of DLD funds that are distributed by formula from Alameda CTC to the fourteen cities, the County, and five transit agencies serving Alameda County. Measure B/BB DLDs are flexible funding sources that allows Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, transit operations, to the implementation of large capital improvement projects. Similarly, VRF program funds are distributed to the fourteen cities and the County by formula, but are used exclusively for locally prioritized street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

For FY 2017-18, Alameda CTC's projections for DLD funding distribution by program category is depicted in Table 1 below.

DLD Programs <i>(dollars in millions)</i>	MB	MBB	VRF	Total
<i>Local Streets and Roads (Local Transportation for MB/MBB)</i>	\$29.3	\$26.8	\$6.8	\$62.9
Mass Transit	\$27.9	\$28.9		\$56.8
Special Transportation for Senior and People with Disabilities <i>(Paratransit)</i>	\$11.9	\$12.1		\$24.0
Bicycle and Pedestrian Safety	\$4.9	\$4.0		\$8.9
TOTAL	\$74.0	\$71.8	\$6.8	\$152.6

In terms of DLD expenditures, on average, DLD recipients expend annually less than the amount of DLD funds received for a fiscal year. As a result, the fund balances across the DLD programs have increased with recipients building reserve funds identified for future and/or larger capital improvements. Per the most recent recipients' financial statements, as of June 30, 2016, there is a collective fund balance of approximately \$86.2 million in DLD funds across all DLD recipients \$42.3 million in Measure B, \$34.3 million in Measure BB, and \$9.6 million in VRF funds (Attachment B). Alameda CTC is monitoring the fund balances starting in fiscal Year 2016-17 under the DLD Timely Use of Funds Policies (approved December 2015). This policy states that a Recipient shall not carry a fiscal year ending fund balance greater than 40 percent of DLD revenue received for that same fiscal year for four consecutive fiscal years. In September 2017, Alameda CTC held its

Annual Program Compliance Workshop to initiate the FY 2016-17 reporting process. Alameda CTC informed all DLD recipients of their fund balances, timely use of funds requirements, program compliance requirements, and potential penalties for non-compliance. The Audited Financial Statements and Program Compliance Reports for FY 2016-17 are due on December 29, 2017. Alameda CTC staff, in conjunction with the Independent Watchdog Committee (IWC) will be reviewing the reports, and will provide an update on the DLD fund balances, DLD accomplishments, and overall compliance determination as part of the Annual Program Compliance Summary Reports to the Commission in June.

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds through several grant programs for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. To streamline the programming and allocation of these funds, Alameda CTC consolidated the programming into one single process and document known as the Comprehensive Investment Plan (CIP) which covers a five-year programming horizon.

On April 27, 2017, the Commission approved the 2018 CIP's programming and allocation recommendations for fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP. The 2018 CIP includes the coordination of local Measure B/BB/VRF funds with other Alameda CTC administered funding including the Federal One Bay Area Grant Cycle 2 (OBAG 2) and the Transportation Fund for Clean Air (TFCA) Programs for selected improvements ranging from capital infrastructure, planning studies, transit operations, and program implementation. Alameda CTC currently has \$103 million in Measure B/BB/VRF discretionary programs funds awarded to various project sponsors. All discretionary grants are paid on a reimbursement basis upon after successful completion of the scope of work contained in funding agreements with the project sponsors. A current list of active Measure B/BB/VRF discretionary funded projects and programs is included in Attachment C.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Historical Direct Local Distributions by Fund Program
- B. Measure B/BB/VRF Direct Local Distribution Fund Balances
- C. Measure B/BB/VRF Discretionary Program Summary

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[John Nguyen](#), Senior Transportation Planner

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**Measure B/Measure BB/Vehicle Registration Fee
Historical Direct Local Distributions¹**

Fiscal Year	Measure B	Measure BB	Vehicle Registration Fee	Total
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17	\$74,971,061	\$72,194,974	\$7,452,819	\$154,618,854
FY 17/18 ²	\$73,954,882	\$71,760,427	\$6,840,000	\$152,555,309
Total	\$996,514,442	\$227,260,199	\$50,689,050	\$1,274,463,691

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2017-2018.

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**Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Fund Balances**

(As of the start of Fiscal Year 2016-17)

Jurisdiction:	Measure B	Measure BB	Vehicle Registration Fee	Total
AC Transit	\$4,307,532	\$4,686,801		\$8,994,333
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$1,777,126	\$100,576		\$1,877,702
ACE	\$2,777,950	\$1,452		\$2,779,402
Alameda County	\$2,025,682	\$3,111,405	\$795,013	\$5,932,100
City of Alameda	\$4,220,309	\$2,007,504	\$620,460	\$6,848,273
City of Albany	\$275,120	\$350,878	\$127,231	\$753,229
City of Berkeley	\$2,289,359	\$3,521,419	\$825,140	\$6,635,919
City of Dublin	\$826,958	\$626,195	\$215,224	\$1,668,377
City of Emeryville	\$962,237	\$320,052	\$131,081	\$1,413,370
City of Fremont	\$2,488,555	\$2,416,806	\$949,487	\$5,854,848
City of Hayward	\$3,815,761	\$3,191,770	\$1,046,299	\$8,053,830
City of Livermore	\$2,112,181	\$993,560	\$750,278	\$3,856,019
City of Newark	\$789,539	\$612,076	\$256,004	\$1,657,619
City of Oakland	\$10,214,483	\$9,276,907	\$2,389,945	\$21,881,335
City of Piedmont	\$82,292	\$23,752	\$3,185	\$109,229
City of Pleasanton	\$696,163	\$1,100,578	\$395,672	\$2,192,413
City of San Leandro	\$2,340,457	\$1,706,819	\$636,938	\$4,684,214
City of Union City	\$306,691	\$257,566	\$424,964	\$989,221
Total	\$42,308,395	\$34,306,116	\$9,566,921	\$86,181,433

Notes:

1. The table above reflects fund balances from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2015-16 Audited Financial Statements. Thus, the FY 2015-16 Ending Fund Balance contained in these reports is the starting fund balance for FY 2016-17.
2. Dollars may vary due to rounding.

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**Alameda County Transportation Commission
Measure B Discretionary Program
Active Project Sponsor Agreements**

Index	Agreement Number	Sponsor	Project Name	Measure B Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
BICYCLE AND PEDESTRIAN PROGRAM							
1	A13-0062	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000	6/27/2013	10/31/2017	In Progress
2	A13-0063	City of Albany	Buchanan/Marin Bikeway	\$ 536,000	6/27/2013	10/31/2017	Closing-Out
3	A15-0046	City of Albany	Kains Street and Adams Street Bicycle Facility Study	\$ 32,800	3/27/2014	10/31/2017	Closing-Out
4	A15-0047	City of Pleasanton	Iron Horse Trail Arroyo Mocho Overcrossing Feasibility Study	\$ 25,000	3/27/2014	10/31/2017	Closing-Out
5	A17-0083	City of Albany	Buchanan Bikeway Phase III	\$ 600,000	4/27/2017	12/31/2019	In Progress
6	A17-0087	City of Berkeley	Milvia Bikeway Project	\$ 350,000	4/27/2017	12/31/2018	In Progress
7	A17-0096	City of Emeryville	South Bayfront Bridge	\$ 2,000,000	4/27/2017	12/31/2019	In Progress
8	A17-0114	City of Oakland	E. 12th Street Bikeway	\$ 1,500,000	4/27/2017	12/31/2020	In Progress
9	A17-0126	City of Union City	Bicycle and Pedestrian Master Plan Update	\$ 150,000	4/27/2017	12/31/2019	In Progress
10	D17-0001	Alameda CTC	Countywide Bicycle and Pedestrian Planning and Promotion	\$ 357,000	4/27/2017	12/31/2019	In Progress
11	D17-0050	Alameda CTC	Alameda County Safe Routes to School Program (match)	\$ 1,090,000	4/27/2017	12/31/2022	In Progress
Bike/Pedestrian Projects				\$ 7,433,800			
EXPRESS BUS PROGRAM							
1	A14-0026	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$ 321,000	6/27/2013	12/31/2017	In Progress
2	A13-0060	LAVTA	Pilot Transit Program for Last Mile Connections (Go Dublin! Demo Project)	\$ 100,000	7/28/2016	6/30/2018	In Progress
3	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$ 983,000	4/27/2017	12/31/2020	In Progress
4	A17-0107	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	\$ 1,414,000	4/27/2017	12/31/2019	In Progress
Express Bus Projects				\$ 2,818,000			
PARATRANSIT PROGRAM							
1	A13-0045	City of Fremont	Tri-City Mobility Management and Travel Training Program	\$ 450,000	5/23/2013	10/31/2017	Closing-Out
2	A13-0046	City of Fremont	Tri-City Volunteer Driver Programs	\$ 550,000	5/23/2013	10/31/2017	Closing-Out
3	A13-0047	City of Fremont	Tri-City Taxi Voucher Program	\$ 450,000	5/23/2013	10/31/2017	Closing-Out
4	A14-0030	AC Transit	Marketing Mobility Management Through the 211 Project	\$ 50,000	7/1/2014	10/31/2017	Closing-Out
5	A17-0089	Center for Independent Living, Inc	Community Connections: Mobility Management Partnership (FY 17/18 & FY 18/19)	\$ 500,000	4/27/2017	12/31/2019	In Progress
6	A17-0094	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	\$ 296,000	4/27/2017	12/31/2019	In Progress
7	A17-0100	City of Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	\$ 298,000	4/27/2017	12/31/2019	In Progress
8	D17-0002	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	\$ 400,000	4/27/2017	12/31/2019	In Progress
Paratransit Projects				\$ 2,994,000			
TRANSIT CENTER DEVELOPMENT PROGRAM							
1	A17-0082	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$ 88,000	4/27/2017	12/31/2020	In Progress
2	A17-0099	City of Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	\$ 930,000	4/27/2017	12/31/2019	In Progress
3	A17-0121	City of Pleasanton	Hacienda PDA Study	\$ 100,000	4/27/2017	12/31/2018	In Progress
TCD Projects				\$ 1,118,000			
ALL ACTIVE PROJECTS SUMMATION				Measure B Active Projects	\$ 14,363,800		

Alameda County Transportation Commission
Vehicle Registration Fee Discretionary Program
Active Project Sponsor Agreements

Index	Agreement Number	Sponsor	Project Name	VRF Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
BICYCLE AND PEDESTRIAN PROGRAM							
1	A13-0061	East Bay Regional Parks District	Bay Trail - Gillman to Buchanan	\$ 1,000,000	6/27/2013	10/31/2018	In Progress
2	A17-0186	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$ 750,000	4/27/2017	12/31/2019	In Progress
3	A17-0116	City of Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	\$ 2,500,000	4/27/2017	12/31/2019	In Progress
Bike/Pedestrian Projects				\$ 4,250,000			
TRANSIT PROGRAM							
1	A13-0057	BART	Berkeley BART Plaza & Transit Area Improvements	\$ 3,718,000	6/27/2013	10/31/2018	In Progress
2	A13-0058	City of Union City	UC BART Station Improvements & RR Ped Xing Component	\$ 5,730,000	6/27/2013	10/31/2018	In Progress
3	A17-0080	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	\$ 300,000	4/27/2017	12/31/2018	In Progress
4	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$ 4,018,000	4/27/2017	12/31/2020	In Progress
5	TBD	City of Oakland	Coliseum Transit Hub	\$ 4,846,000	4/27/2017	TBD	In Progress
6	A17-0119	City of Pleasanton	Bernal Ave Park and Ride Lot	\$ 912,000	4/27/2017	12/31/2018	In Progress
7	D17-0042	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan	\$ 300,000	4/27/2017	6/30/2022	In Progress
8	D17-0048	Alameda CTC	Comprehensive Multimodal Monitoring	\$ 1,250,000	7/28/2016	6/30/2021	In Progress
9	D17-0049	Alameda CTC	Corridor Studies Implementation	\$ 2,000,000	4/27/2017	12/31/2018	In Progress
Transit Projects				\$ 23,074,000			
ALL ACTIVE PROJECTS SUMMATION							
VRF Active Projects				\$ 27,324,000			

**Alameda County Transportation Commission
Measure BB Discretionary Program
Active Project Sponsor Agreements**

Index	Agreement Number	Sponsor	Project Name	Measure BB Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
TEP 08: AFFORDABLE STUDENT TRANSIT PASS PROGRAM							
1	Various	Alameda CTC	Affordable Student Transit Pass Programs	\$ 2,000,000	3/26/2015	12/31/2019	In Progress
2	Various	Alameda CTC	Affordable Student Transit Pass Programs	\$ 13,000,000	5/25/2016	12/31/2019	In Progress
Student Transit Pass Projects				\$ 15,000,000			
TEP 12: COORDINATION AND SERVICE GRANTS (PARATRANSIT)							
1	A17-0088	Bay Area Outreach Recreational Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	\$ 318,000	4/27/2017	12/31/2019	In Progress
2	A17-0092	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	\$ 220,000	4/27/2017	12/31/2019	In Progress
3	A17-0095	City of Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	\$ 70,000	4/27/2017	12/31/2019	In Progress
4	A17-0108	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	\$ 40,000	4/27/2017	12/31/2019	In Progress
5	A17-0110	LIFE Elder Care	VIP Rides Program (FY 17/18 and FY 18/19)	\$ 275,000	4/27/2017	12/31/2019	In Progress
6	A17-0124	Senior Support Program of the Tri-Valley	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	\$ 212,000	4/27/2017	12/31/2019	In Progress
7	D17-0005	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	\$ 500,000	4/27/2017	6/30/2022	In Progress
Paratransit Projects				\$ 1,635,000			
TEP 41: FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM							
1	A17-0122	Port of Oakland	Adeline Street Bridge Reconstruction	\$ 50,000	4/27/2017	12/31/2018	In Progress
2	D17-0041	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	\$ 300,000	7/28/2016	6/30/2019	In Progress
Freight and Economic Projects				\$ 350,000			
TEP 44: BICYCLE AND PEDESTRIAN PROGRAM							
1	A17-0125	City of Union City	Union City Boulevard Bike Lanes Phase 2	\$ 6,564,000	4/27/2017	12/31/2020	In Progress
Bicycle and Pedestrian Projects				\$ 6,564,000			
TEP 45: COMMUNITY DEVELOPMENT AND INVESTMENT PROGRAM							
1	A17-0098	City of Emeryville	Emery Go Round General Benefit Operations	\$ 1,000,000	4/27/2017	12/31/2019	In Progress
2	TBD	City of Fremont	Warm Springs BART Station- West Side Access	\$ 25,000,000	3/17/2016	TBD	In Progress
3	A17-0105	City of Hayward	First Mile/Last Mile BART Shuttle Operations	\$ 220,000	4/27/2017	12/31/2019	In Progress
4	A17-0104	City of Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	\$ 5,000,000	4/27/2017	12/31/2021	In Progress
5	A17-0113	City of Oakland	27th Street Complete Streets	\$ 1,950,000	4/27/2017	12/31/2019	In Progress
6	A17-0115	City of Oakland	East Oakland Community Streets Plan	\$ 100,000	4/27/2017	12/31/2019	In Progress
7	A17-0118	City of Oakland	OakMob Transportation Demand Management (TDM)	\$ 215,000	4/27/2017	12/31/2020	In Progress
8	A17-0061	City of Oakland	Broadway Shuttle Operations	\$ 660,000	4/27/2017	12/31/2019	In Progress
9	A17-0123	City of San Leandro	LINKS Shuttle Operations	\$ 420,000	4/27/2017	12/31/2019	In Progress
10	D17-0047	Alameda CTC	Transportation Demand Management (TDM) Program	\$ 434,000	4/27/2017	6/30/2019	In Progress
CDIP Projects				\$ 34,999,000			
TEP 46: TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM							
1	A17-0117	Alameda CTC	Overall Planning/Monitoring Services	\$ 200,000	7/28/2016	12/31/2019	In Progress
2	D17-0052	Alameda CTC	Matching Program For Last Mile Connections Technology Programs	\$ 100,000	7/28/2016	12/31/2019	In Progress
3	A17-0117	City of Oakland	MacArthur Smart City Corridor Project, Phase I	\$ 1,500,000	4/27/2017	12/31/2019	In Progress
4	D17-0052	Alameda CTC	NexGen Technology Pilot Initiative	\$ 1,000,000	4/27/2017	6/30/2022	In Progress
Technology Projects				\$ 2,800,000			
ALL ACTIVE PROJECTS SUMMATION							
Measure BB Active Projects				\$ 61,348,000			

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Memorandum

5.4

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

DATE:	October 2, 2017
SUBJECT:	East Bay Greenway (Lake Merritt BART to South Hayward BART) (PN 1457001); Environmental Phase Update
RECOMMENDATION:	Receive an update on the status of the release of the Draft Environmental Document.

Summary

Alameda CTC is the project sponsor for the East Bay Greenway (Lake Merritt BART to South Hayward BART) Project (PN 1457001). The Project proposes to construct a bicycle and pedestrian facility that will generally follow the BART alignment for a distance of 16 miles and traverse the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

In September 2014, Alameda CTC leveraged available local Measure B and BB funds and was awarded \$2.6 million in state Active Transportation Program (ATP) funding towards the environmental clearance for the Project. The environmental strategy involves securing State and Federal environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) respectively. Alameda CTC is the lead agency for CEQA and Caltrans is the lead agency for NEPA. Specifically, the Project seeks to obtain a CEQA Initial Study/Mitigated Negative Declaration (IS/MND) and a NEPA Categorical Exclusion (CE) determination, before the ATP grant expires on June 30, 2018.

As the lead agency for CEQA, Alameda CTC is responsible for approving and certifying the Final IS/MND. In preparation for required Commission Project action under the CEQA process, a general project overview was provided in July 2017. This update focuses on the considerations for the release of the Draft IS/MND. The release of the Draft IS/MND is scheduled for October 23, 2017 and as required by CEQA under Division 13 of the California Public Resource Code, the public will be provided a 30-day review period.

Based on the available project information and the environmental analysis presented in the Draft IS/MND, there is no substantial evidence that, after the incorporation of mitigation measures, the Project would have a significant effect on the environment.

Background

Alameda CTC is the project sponsor for the East Bay Greenway (Lake Merritt BART to South Hayward BART) Project. The Project proposes to construct a bicycle and pedestrian facility that will generally follow the BART alignment for a distance of 16-miles and traverse the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

In September 2014, Alameda CTC leveraged available local funds and was awarded \$2.6 million in state ATP funding towards the environmental clearance for the Project. The ATP grant requires Project environmental clearance by June 30, 2018.

The environmental clearance approach for the Project incorporates the phased implementation of the 16-mile corridor on a segment-by-segment basis to allow design, and eventual project construction, to proceed once constraints, such as right-of-way (ROW) availability, jurisdictional readiness, and funding are resolved. ROW availability has the most impact on the final Project features. The environmental document addresses both options shown below.

- **Option 1 – Rail-to-Trail** option assumes that the Oakland Subdivision would no longer have active rail service and the full 80-100 foot wide right-of-way is available for the Project. Under this option, existing railroad bridge structures at creeks and major roadways could be retrofitted as trail crossings, surplus right-of-way not needed for the trail could be repurposed for other uses, and the trail cross section (e.g. width) could be designed in an unconstrained manner.
- **Option 2 – Rail-with-Trail** option assumes that the Oakland Subdivision remains active and a trail is constructed in the corridor alongside the rail. The rail-with-trail option would meet all California Public Utilities Commission (CPUC) requirements for setbacks and assumes that fencing to separate trail users from an active rail line would be provided. The rail-with-trail assumes the minimum possible encroachment into UPRR right-of-way possible while still constructing a continuous facility in the BART/UPRR corridor. This option requires encroachment into UPRR right-of-way for approximately six miles.

Environmental Findings

The purpose of the IS/MND is to identify potentially significant impacts from the Project to the environment; to identify mitigation measures for the potential impacts; and to describe how the potential significant effects could be mitigated or avoided.

Since the initiation of the environmental phase in fall 2015, Alameda CTC has prepared over ten different technical studies to determine the extent of the environmental impacts. The IS/MND describes the mitigation measures and briefly explains how the impacts are reduced to a less-than-significant level. Based on the available project information and the

environmental analysis presented in the document, there is no substantial evidence that, after the incorporation of mitigation measures, the Project would have a significant effect on the environment.

The Draft IS/MND will be released on October 23, 2017 and will provide additional details regarding the analysis and discussion on the potential environmental impacts that may occur as a result of the Project.

Community Outreach

As required by CEQA under Division 13 of the California Public Resource Code, the Draft IS/MND will be made available to the public for a 30-day review period.

Alameda CTC will use several methods to solicit comments on the document including posting of notices on the Alameda CTC website and social media; posting flyers at local libraries; sending E-newsletters or E-blasts to stakeholder groups (elected officials, stakeholder agencies, and interest groups and individuals); and advertising in local newspapers for circulation in nearby communities.

A public hearing is encouraged but not required for the IS/MND process; however given the 16-mile long corridor and the significant number of stakeholders involved, the Project will conduct three Project Information Meetings in the cities of Hayward, Oakland, and San Leandro. The Project Information Meeting dates and locations are as follows:

- o Alameda County/San Leandro: Bayfair Center on Thursday, November 2, 2017
- o Hayward: Hayward City Hall on Thursday, November 16, 2017
- o Oakland: San Antonio-Fruitvale Senior Center on Wednesday, November 15, 2017

Participants will have the opportunity to learn about the Project, interact with project team members, and submit comments.

Project Cost

The Project construction cost is estimated to be approximately \$160 million for Option 1 (Rail-to-Trail) and \$161 million for Option 2 (Rail-with-Trail) for the length of the corridor. The ROW capital cost will be subject to ongoing regional rail discussions with Union Pacific Railroad and is yet to be finalized.

Next Steps

Specific upcoming milestone dates include:

- October 23, 2017 – release CEQA document, begin 30-day comment period (Comment period ends – November 20, 2017)
- March 2018 – Approval of Final CEQA document by the Commission
- April 2018 – Certification of NEPA document by Caltrans

Following the certification of the environmental document, design and construction may proceed on a phased, segment-by-segment basis, subject to funding and ROW availability. This approach will allow for prioritization of segments for implementation and localized benefits to be realized as soon as possible.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. East Bay Greenway (Lake Merritt BART to South Hayward BART) Fact Sheet
- B. East Bay Greenway (Lake Merritt BART to South Hayward BART) Project Corridor map

Staff Contacts

[Trinity Nguyen](#), Director of Project Delivery

[Minyoung Kim](#), Project Manager



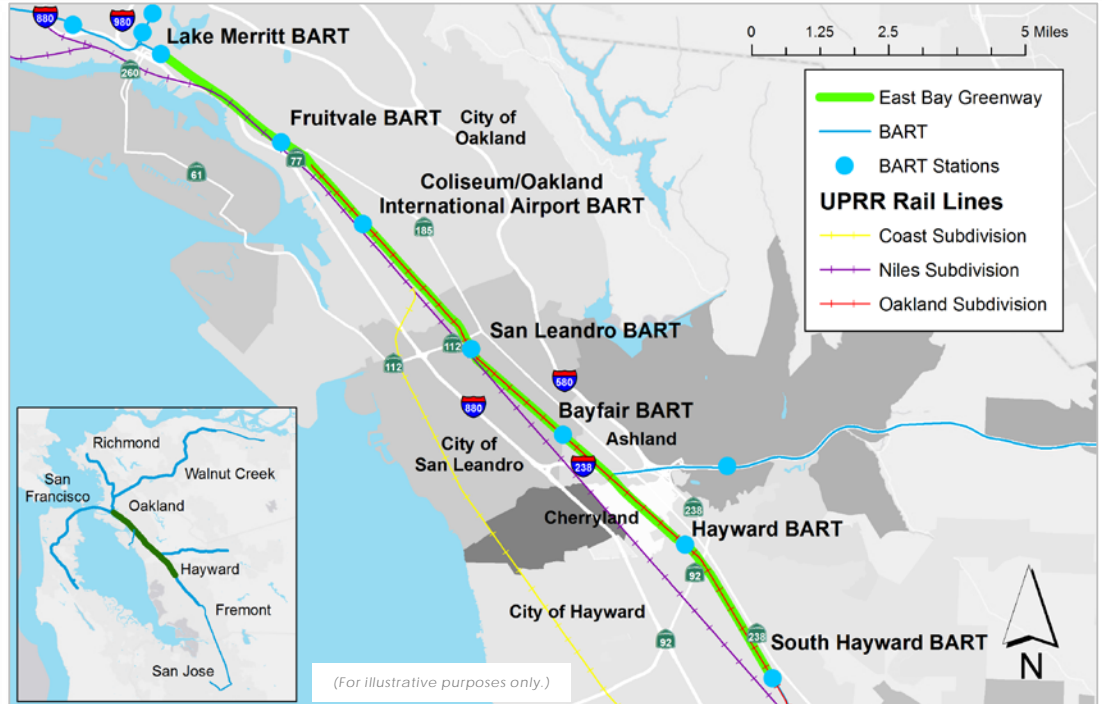
East Bay Greenway: Lake Merritt BART to South Hayward BART 5.4A

AUGUST 2017

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station Project. The project proposes to construct a 16-mile regional trail facility along the BART alignment from Oakland to Hayward. The project would consist of Class I multi-use pathways and Class IV protected bikeways as well as lighting, fencing, barrier railings, intersection improvements and crossing treatments, and other features needed to ensure user safety and security.

Much of the project corridor contains an active Union Pacific Railroad (UPRR) line and availability of UPRR right-of-way will determine the ultimate project design. Two design options are under consideration to provide "bookends" for environmental analysis purposes. A Rail-with-Trail option would construct a trail adjacent to the rail line while preserving rail operations. A Rail-to-Trail option would involve abandonment of the rail line and conversion to a trail facility. Both options require some usage of UPRR right-of-way.



PROJECT NEED

- The existing county bikeway network does not provide a continuous and comfortable route connecting Downtown Oakland and South Hayward.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic volumes, are designated transit and truck routes, and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions and BART have adopted specific plans, station area plans and other land use plans, calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

PROJECT BENEFITS

- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area, and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves safety for bicyclists and pedestrians
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- Develop conceptual engineering for feasible design options
- Assess and disclose potential environmental impacts and mitigations
- Reach out to UPRR regarding right-of-way availability

PROJECT EVENTS AND PUBLIC INPUT

- Updates on project development have been provided to Alameda CTC and local Bicycle and Pedestrian Advisory Committees (BPACs).
- Comments and feedback can be provided online at www.alamedactc.org/eastbaygreenway.



Project corridor in San Leandro south shared by UPRR – an active freight rail line.

PROJECT DOCUMENTS

Project materials, including past presentations

www.alamedactc.org/eastbaygreenway

Draft Environmental Document

The draft Environmental Document is anticipated in winter 2017.

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro and Hayward, Alameda County, BART, East Bay Regional Park District and the California Department of Transportation – lead agency for NEPA clearance

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$	6,501
Final Design	\$	22,000
Right-of-Way	\$	100,000-300,000
Construction	\$	161,000
Total Expenditures	\$	289,501-489,501

FUNDING SOURCES (\$ X 1,000)

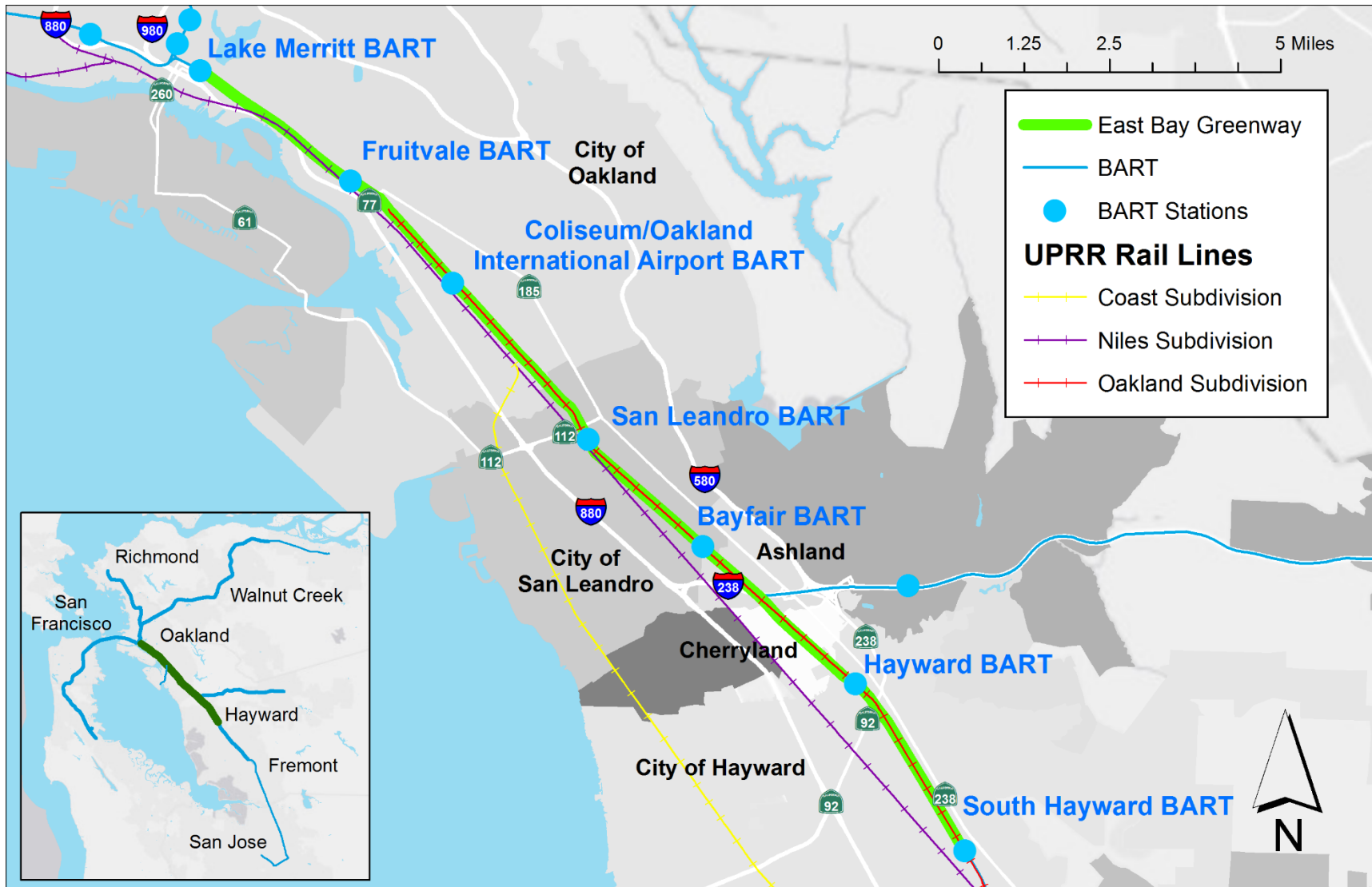
Measure BB	\$	3,500
Measure B	\$	345
Federal	\$	2,656
State	\$	TBD
Regional	\$	TBD
TBD	\$	283,000-483,000
Total Revenues	\$	289,501-489,501

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental (IS-MND/CE)	October 2015	Summer 2018
Final Design (PS&E)	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

Note: Information on this fact sheet is subject to periodic updates.

Attachment B: East Bay Greenway (Lake Merritt BART to South Hayward BART) Project Corridor Map



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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: October 2, 2017

SUBJECT: State Route 84 (SR-84) Expressway – South Segment (PN 1210002): Approval of Contract Amendment No. 5 to Professional Services Agreement A05-0004 with AECOM Technical Services, Inc. and Amendment No. 1 to Professional Services Agreement A17-0010 with H.T. Harvey & Associates Ecological Consultants

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A05-0004 with AECOM Technical Services, Inc. and Amendment No. 1 to Professional Services Agreement A17-0010 with H.T. Harvey & Associates Ecological Consultants for additional budget and time to provide required services to project completion.

Summary

The SR-84 Expressway Widening Project in the City of Livermore is one of several projects on SR-84 that will bring the overall facility to expressway standards. Alameda CTC contracted with AECOM Technical Services, Inc. (AECOM) to design and implement the project in two segments. The North Segment from Jack London Boulevard to Concannon Boulevard (PN 1210001), which widened the highway from two lanes to six lanes was successfully completed in June 2014. The South Segment from Concannon Boulevard to Ruby Hills Drive (PN 1210002), which widens the highway from two lanes to four lanes, was awarded on September 30, 2015. Construction of the South Segment is anticipated to be completed October 2018.

AECOM, as the Engineer of Record, has been providing design services during construction. Based upon the remaining construction activities, it is estimated that an additional budget of \$500,000 and a six-month time extension will be sufficient to provide the design services through construction and perform final closeout activities.

Concurrent with the construction of the South Segment, Alameda CTC is implementing planting mitigations as required by the environmental permit. In August 2016, Alameda CTC contracted H.T. Harvey & Associates Ecological Consultants (HAEC) to provide planting and mitigation monitoring/reporting services. Due to a lower than anticipated survival rate of field plantings and expanded mitigation monitoring/reporting, it is

estimated that an additional \$75,000 budget and a three-year time extension will be required to meet the provisions of the environmental permit.

The recommendation actions would increase the contract not-to-exceed amounts for Agreement A05-0004 with AECOM and Agreement A17-0010 with HAEC as shown in Table 1 and authorize additional time for the successful completion of the South Segment.

Background

As the project sponsor, the Alameda CTC has completed preliminary engineering, environmental studies, and detailed design and right of way phases for the South Segment. Caltrans is responsible to advertise, award, and administer the civil construction of the South Segment. The construction contract for the South Segment was awarded on September 30, 2015. The project is currently under construction and is expected to be completed October 2018. Concurrently, Alameda CTC is implementing off-site mitigation planting at Murray Ranch. In addition to planting, Alameda CTC is required to provide monitoring and reporting for a five-year period. The Construction phase budget totals \$59.4 million from a combination of local and state funds.

Due to various unforeseen project changes, two tasks have been impacted and additional budget and time is required to complete the tasks.

Design Services During Construction (DSDC) and Project Closeout

In 2005, under a competitive selection process, Alameda CTC selected AECOM to provide project approval and environmental clearance services and subsequently approved Agreement A05-0004. A limited initial budget for DSDC from advertisement of the construction contract through project completion was included at project initiation, reserving some of the funds budgeted for this item for a future amendment if and/or as additional field support needs materialized. Due to the complexity of the project, unforeseen and unexpected changes occurred during the multi-year construction process that impacted the level of design support needed during the advertisement, award and construction period. With the construction now over 50% complete, the scope and duration estimates of design support required for the remaining construction and closeout period have been updated. As the Engineer of Record, AECOM's services will be required to provide continuing DSDC for the designs they originally prepared, prepare the final as-built plans, and complete closeout documentation.

The estimated cost for this effort is \$500,000 and will be authorized on a time and materials basis. The project funding plan includes budget from Measure B funds to fund DSDC.

The proposed amendment is for a value of \$500,000 for a contract total not-to-exceed amount of \$16,250,000 and a six-month time extension to June 30, 2019. Attachment A summarizes the contract actions related to Agreement No. A05-0004.

Mitigation Monitoring/Reporting

Alameda CTC received bids from three vendors for mitigation planting and monitoring/reporting services at Murray Ranch through the Informal Bid Process. This resulted in the award of a contract to HAEC (Agreement A17-0010) on August 5, 2016 in the amount of \$66,317. Since that time, additional scope has been identified as necessary to meet resource agency permit requirements, including additional field plantings to replace plants that did not survive the first two years of mitigation planting and expanded mitigation monitoring/reporting for an additional three-year period.

The estimated cost for this effort is \$75,000 and will be authorized on a time and materials basis. The project funding plan includes budget from Measure B funds to fund mitigation services.

The proposed amendment is for a value of \$75,000 for a contract total not-to-exceed amount of \$141,317 and a three-year time extension to December 31, 2022. Attachment B summarizes the contract actions related to Agreement No. A17-0010.

Staff recommends that the Commission approve and authorize the Executive Director to execute amendments to project agreements with AECOM Technical Services, Inc. (Agreement A05-0004) and to H.T. Harvey & Associates Ecological Consultants (Agreement A17-0010) for additional budget and time to provide required services to project completion as shown in Table 1 below.

<u>Table 1: Summary of Proposed Contract Amendment Modifications</u>	
Agreement No.	Proposed Modifications
A05-0004 (AECOM)	Increase contract budget by \$500,000 to new contract not-to-exceed total of \$16,250,000. Extend expiration date by six months to June 30, 2019.
A17-0010 (HAEC)	Increase contract budget by \$75,000 to new contract not-to exceed total of \$141,317. Extend expiration date by three years to December 31, 2022.

Levine Act Statement: The AECOM and HAEC teams did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$575,000. The action will authorize Measure B funds to be used for subsequent expenditure. This budget is included in the

appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2017-2018 Capital Program Budget.

Attachments

- A. Table A: Summary of Agreement No. A05-0004
- B. Table B: Summary or Agreement No. A17-0010
- C. State Route 84 Expressway – South Segment Project Fact Sheet

Staff Contacts

[Trinity Nguyen](#), Director of Project Delivery

[Angelina Leong](#), Assistant Transportation Engineer

Table A: Summary of Agreement No. A05-0004

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with AECOM Technical Services, Inc. (A05-0004) March 2005	Provide project approval and environmental clearance (PA&ED) services.	NA	\$2,500,000
Amendment No. 1 July 2007	Provide additional budget for design and right-of-way engineering services.	\$8,750,000	\$11,250,000
Amendment No. 2 May 2011	Provide additional budget for design, right-of-way engineering and right-of-way acquisition services.	\$2,500,000	\$13,750,000
Amendment No. 3 September 2014	Provide additional budget and two-year time extension for continued design services during construction.	\$1,000,000	\$14,750,000
Amendment No. 4 February 2016	Provide additional budget and six-month time extension for additional right of way acquisition, utility relocation, environmental mitigation and landscape design services.	\$1,000,000	\$15,750,000
<i>Proposed Amendment No. 5 October 2017 (This Agenda Item)</i>	Provide additional budget and six-month time extension to June 30, 2019 for design services during construction.	\$500,000	\$16,250,000
Total Amended Contract Not-to-Exceed Amount			\$16,250,000

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Table B: Summary of Agreement No. A17-0010

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with H.T. Harvey & Associates Ecological Consultants (A17-0010) August 2016	Provide mitigation monitoring & reporting at Murray Ranch Mitigation Site.	NA	\$66,317
<i>Proposed Amendment No. 1</i> October 2017 <i>(This Agenda Item)</i>	Provide additional budget and three-year time extension to December 31, 2022 to meet resource agency permit requirements.	\$75,000	\$141,317
Total Amended Contract Not-to-Exceed Amount			\$141,317

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State Route 84 Expressway – South Segment

5.5C

SEPTEMBER 2017

PROJECT OVERVIEW

The State Route 84 Expressway – South Segment project involves widening a 2.4-mile section of State Route (SR) 84 (Isabel Avenue) from Ruby Hill Drive to Cancannon Boulevard from two lanes to four lanes.

A 2008 Project Study Report (PSR) sponsored by the Tri-Valley Transportation Council (TVTC) identified several improvement projects along SR-84 (Isabel Avenue corridor) between Interstate 680 (I-680) and Interstate 580 (I-580) that could be constructed in stages as funding became available. They include:

- Improvement of SR-84 as a regional connection between I-580 and Ruby Hill Drive
- Updating SR-84 to a continuous four lane facility – Pigeon Pass to I-680 interchange
- Improvement of local traffic circulation through added capacity on SR-84 and intersection improvements
- Provision of partial access control to the SR-84 expressway facility

Environmental clearance for the State Route 84 Expressway – South Segment project was achieved in August 2008 and the project was Ready to List (RTL) spring 2015. Caltrans is responsible for the advertisement, award and administration of the project, currently under construction. The completed project is expected to open to traffic in fall 2018.

PROJECT NEED

- SR-84 serves as the primary alternative route to the I-680/I-580 corridor. SR-84 experiences heavy traffic uses from local travel as well as inter-regional traffic.
- SR-84 between Ruby Hill Drive and Cancannon Boulevard is an existing two-lane facility, one lane in each direction.
- This segment of SR-84 is not up to expressway standards, including access control.
- Improvements are needed at existing intersections and ramps for safety and operational efficiency.
- A bikeway is proposed along the SR-84 corridor from I-680 to I-580. Existing pedestrian and bicycle access along this segment of SR-84 is limited due to gaps in multi-use trails.



PROJECT BENEFITS

- Widens existing roadway to expressway standards
- Relieves congestion and improve safety
- Improves regional and interregional connectivity



Construction of bridge widening at Arroyo Del Valle.



SR-84 Expressway – South Segment.



SR-84 Expressway – South Segment.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Construction

- Caltrans awarded the construction contract in September 2015.
- Major work activities started in spring 2016 and will continue through summer 2018.

PROJECT DOCUMENTS

Project Map By Phase

http://www.alamedactc.org/files/managed/Document/20850/Route84Exhibit_revised_20170411_LargeFormatFinal48X36.pdf

PARTNERS AND STAKEHOLDERS

City of Livermore, Alameda County, Caltrans, City of Pleasanton, Federal Highway Administration, Metropolitan Transportation Commission and the Tri-Valley Transportation Council

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$ 1,427
Final Design	\$ 8,782
Right-of-Way	\$ 40,284
Construction	\$ 59,437
Total Expenditures	\$ 109,930

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 10,000
Measure B ¹	\$ 39,400
State (STIP-RIP/STIP-TE) ²	\$ 47,030
Local Other (CMA-TIP) ³	2,000
Local (Tri-Valley Transportation Council)	\$ 10,000
Local (City of Livermore)	1,500
Total Revenues	\$ 109,930

¹Total Measure B (MB) commitment for this project includes obligation of \$37.03 million to Exchange Program (STIP) in addition to MB amount shown above.

²State funding includes the State Transportation Improvement Program Regional Improvement Program (STIP-RIP) and the State Transportation Improvement Program Transportation Enhancement Projects (STIP-TE).

³Local funding includes Alameda County's Congestion Management Agency Transportation Improvement Program (CMA-TIP).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	April 2005	August 2008
Final Design	August 2007	March 2015
Right-of-Way	March 2008	March 2015
Advertisement/Award	Spring 2015	Fall 2015
Construction	October 2015	Fall 2018

Note: Information on this fact sheet is subject to periodic updates.



DATE: October 2, 2017

SUBJECT: Approval of Administrative Amendments to Various Project Agreements (2003-02, A11-0038, A11-0039, A13-0058, A13-0062)

RECOMMENDATION: Approve Administrative Amendments to Various Project Agreements (2003-02, A11-0038, A11-0039, A13-0058, A13-0062) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, 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.

The administrative amendment requests shown in Table A have been reviewed and it has been determined that the requests will not compromise project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment requests as listed in Table A attached.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays; and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that project deliverables are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

Levine Act Statement: No firms reported a conflict in accordance with the Levine Act.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Table A: Administrative Amendment Summary

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

[Angelina Leong](#), Assistant Transportation Engineer

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	City of Oakland	Downtown Streetscape Project – Environmental Analysis, Design, Utility Relocation and Construction Services	2003-02	A1: 5-year time extension from 6/30/2008 to 6/30/2013 A2: 30-month time extension from 6/30/2013 to 12/31/2015 A3: 2-year time extension from 12/31/2015 to 12/31/2017 A4: 2-year time extension from 12/31/2017 to 12/31/2019 (<i>current request</i>)	1	None
2	Delcan Corporation	I-80 ICM Project – System Engineering, Software Development, System Integration and Consulting Services	A11-0038	A1: 2-year time extension from 12/31/2015 to 12/31/2017 A2: 6-month time extension from 12/31/2017 to 6/30/2018 (<i>current request</i>)	2	None
3	Kimley-Horn and Associates, Inc.	I-80 ICM Project – System Manager Services	A11-0039	A1: Budget increase A2: 18-month time extension from 6/30/2015 to 12/31/2016 A3: Budget increase and 1-year time extension from 12/31/2016 to 12/31/2017 A4: Budget increase A5: 6-month time extension from 12/31/2017 to 6/30/2018 (<i>current request</i>)	2	None
4	City of Union City	Union City BART Station Improvements and Railroad Crossing Improvements	A13-0058	A1: Task deliverable due dates extended A2: 2-year time extension from 10/31/2018 to 10/31/2020 (<i>current request</i>)	1, 5	None

5	City of Alameda	Cross Alameda Trail Segment Project	A13-0062	A1: Task deliverable due dates extended A2: Task deliverable due dates extended A3: 1-year time extension from 10/31/2016 to 10/31/2017 A4: 2-year time extension from 10/31/2017 to 10/31/2019 (<i>current request</i>)	1	None
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- (1) Project delays.
- (2) Extended project closeout activities.
- (3) Movement of funds to comply with timely use of funds provisions.
- (4) Addition of newly obtained project funding.
- (5) Unused phase balances to other project phase(s).